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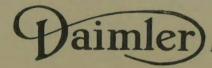
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SATURDAY, OCTOBER 29, 1938.



THE BRITISH ARMY IN JERUSALEM RESTORING ORDER IN THE OLD CITY: TAKING BARBED WIRE "KNIFE RESTS" THROUGH THE DAMASCUS GATE, PREVIOUSLY A HAUNT OF ARAB SNIPERS.

The restoration of orderly government in Jerusalem stands as a masterly achievement of the British Army. On October 18 the utmost anxiety was felt, since parts of the Old City were hotbeds of terrorism and the Arabs were boasting that the rebels dominated the whole of it. The troops went in on the 19th and that evening practically the whole of the Old City was secured. Indeed, the worst of the dangers were past in two hours. Only the sacred Haram-esh-Sherif area presented a problem.

On the following day it was clear that Arab resistance had evaporated. Some twenty-two Arabs were killed in these operations and twenty-five wounded. The total British casualties could be counted on the fingers of two hands. The operations left the inhabitants of the Old City, which presents an extraordinarily difficult police problem, practically unharmed. The secret of this quick and effective work lay in very careful preparation, and the use of adequate forces. (Central Press.)



#### By ARTHUR BRYANT.

"WHERE," Disraeli was once asked in 'the House, "are the freemen of Bucks?" "Where you would expect to find them, of course," he replied, "in the county of Bucks." The reply was apposite, for one would not really expect to find them anywhere else. And if the county of Buckinghamshire ceased to be a county and became a manufacturing area or a garden suburb or an A.R.P. Evacuation Depot, or any other entity other than an agricultural shire, the freemen of Bucks

would necessarily cease to exist. Their place in the national community would be taken by some other species of men, better or worse. And I must confess that, like my predecessor on this page, I am enough of a Buckinghamshire man and admirer of time past to believe that it would be hard to substitute a better type of Englishman and very easy to substitute a worse. Already there are large areas of the county of Buckinghamshire, including those that Disraeli knew including those that Disraeli knew and loved best (and Burke and Gray and Milton before him), that have for some time past ceased to be agricultural and have become something else. In these parts you will find to-day stockbrokers and film actors and factory workers, all of them no doubt men of a very useful kind in their respective ways. But freemen of Bucks, as Disraeli But freemen of Bucks, as Disraeli and John Hampden used the word, they are not, and never in the nature of things, while they pursue their present employ, can be. And the particular virtues, civic and individual, which we connect with the title of freeman, whatever others they may possess, are scarcely likely to become

For what made a freeman of Buckinghamshire? First and foremost the ownership, or such form of ownership as gave its possessor status and security, of the soil on which he lived. Secondly, the work, personal and physical and conducted in the open air and the Bucking-hamshire weather, that wrung a livelihood from that soil. Thirdly, the right to enjoy the fruits, however scanty, of that work and soil in the way that best pleased him, and to transmit both those fruits and the soil itself to his children and his children's children. That right, un-trammelled by any disintegrating and benevolent theories of State-imposed egalitarianism (which end, like all charitable theories, in dependence, whether on the state or some powerful individual - it does not matter in the least which to the grudging object of that charity) was, more than any other factor, that which made the Buckinghamshire yeoman or farmer a freeman and endowed him with that capacity for stubborn resistance, to convession which we resistance to oppression which we like to think of as the distinguishing trait of the English kind and the plinth of our constitutional liberties. These are qualities which those other

employments of which I have written do not readily engender in themselves, even though those who engage in them, being the descendants of freemen, may still display them even for a generation or two. It takes time to kill the virtues of a great race.

These were thoughts that came to me as the train carried me this afternoon through and out of the county of Buckinghamshire into that other county which now houses the richest part of the greatest metropolis in the world and what that out-spoken English yeoman and freeman Cobbett called the Great Wen. The slanting October sun made the

beech-woods about Amersham flame like crusading banners and the very cattle in the vivid green fields were haloed in autumnal glory. Such a scene, one reflected, had for countless generations been the nurse of patriotism and the cradle of more poets than any land, ancient Greece not excepted, has ever boasted. I am not, of course, in the sinful pride of my local prejudice, claiming this quality for the Buckinghamshire countryside alone. Every county in England can claim the like. For Buckinghamshire

THE RECENTLY APPOINTED MILITARY COVERNOR OF JERUSALEM, WHO ORGANISED AND CARRIED OUT THE SUCCESSFUL OPERATIONS AGAINST ARAB REBELS IN THE OLD CITY:

MAJOR-GENERAL R. N. O'CONNOR, D.S.O., M.C., AT THE DAMASCUS GATE.

Major-General O'Connor, commanding the 7th Division, was appointed Military Governor of Jerusalem when, as announced on October 18, the High Commissioner of Palestine, Sir Harold MacMichael, authorised the appointment of military commanders to take over from the district commissioners, and the Palestine police were placed under military control. General O'Connor is seen here on duty during the successful operations under his direction against Arab rebels in the Old City, which, by well-prepared and vigorous action, was quickly brought under control with few casualties. In the Great War General O'Connor won high distinction, receiving, besides the D.S.O. and M.C., the Italian silver medal for valour, and being mentioned nine times in despatches. In 1935 he was appointed commander of the Peshawar Brigade in India. He is a son of the late Major Maurice Nugent O'Connor, and was born in 1889. (Photograph by Central Press.)

read England, and give to county its plural end-ing, and Disraeli's answer reads the truer. Neither our virtue nor our culture was bred on the pavements, and the star that shone before our crusading, liberty-loving forbears was not a gas-jet. Our titles manifold were the parchments that proved our claim to field and coppice, right of pasture and right of mill. If ever a race grew to greatness on country health and country culture it was the English kind. That red-faced, clear-eyed, bucolic mixture of courage, good-humour and delicate sense of justice, which posterity will remember as the peculiar attribute of our greatness and empire was never engendered in our greatness and empire, was never engendered in

narrow streets and the deadening slavery of factory and office. It could never hope to do more than survive there.

All this, and more, was implied in the speeches made last week at the eleventh national conference at Chester of the Council for the Preservation of Rural England. How unbelievable the necessity for the existence of such a society would have seemed even half a century ago! There were urban areas, of course, then, and great industrial interests of ever-growing

importance. But the urbanisation and industrialisation of England as we know it to-day has all taken place within the lifetime of innumerable citizens now living. Even since the war the increased acceleration of the process of substituting pavement and concrete street for life-giving productive field and woodland has been astounding: the sky at night round my own still pastoral home, ten years ago dark as ebony, is now broken by a dozen patches of glaring light, betokening new indusgiaring light, betokening new industrial and new proletarian forms of factory-ordered life. The results of all this in the moulding of national character, national health and national capacity have still to be seen. What we are already able to see is not reassuring.

So it is not surprising that the speakers at the Council for the Preservation of Rural England's National Conference expressed a deep anxiety. For this is not a question, as some people suppose, of preserving mere amenities for the cultured minority—a pretty view here, or a hillside or historic coppice there. Nor is it a mere matter of securing popular beauty-spots in which the urban population may take its all too rare holidays—important as this undoubtedly is. It is a question of preserving the very vitality and quality of England itself. And that depends, as Sir Percy Hurd pointed out, on the existence of a prosperous and independent agricultural population and of a land regarded not as potential building-site value or a mere recreational annexe to our mere recreational annexe to our towns, but as the workshop and hallowed home of that population. That is a sentiment that would be echoed by every working country-man in Britain. It is one, unfortunately, that finds no response in the policy of the official rulers of the policy of the official rulers of the nation. As a state we are pursuing many objects of public utility, some of them at enormous cost. But no statutory authority that I know of is in the least concerned in the protection of the land of England for the man who is best able to use for the man who is best able to use it, and for the preservation of those ways of living which, by long proof and common consent, best breed healthy, contented and vigorous English men and women. That, even more than the defence of our

cities against foreign bombs, is the question on which our future as a people most depends.

And as I began with Disraeli, I may as well end And as I began with Disraeli, I may as well end with him, for, with the prophet's insight that was his, he foresaw, while it was still something new, all that the sacrifice of country to town was going to mean to the great land of his adoption, and spoke sorrowfully of "that Doge of Venice who, looking out from the windows of his Adriatic palace on the commerce of the world anchored in the lagoons beneath, exclaimed, 'This Venice without terra firma is like an eagle with one wing.'" is like an eagle with one wing."

#### COLDSTREAMERS ON SERVICE IN JERUSALEM: MEETING THE ARAB SNIPER.



GUARDSMEN UTILISING THE EMBRASURES OF THE HISTORIC WALLS OF JERUSALEM IN THEIR VICTORY OVER TERRORISM—SHOWING THE "DOME OF THE ROCK" TOWERING ABOVE THE SACRED AREA IN WHICH ARAB RESISTANCE CENTRED.

Great credit attaches to the men of the 3rd Battalion Coldstream Guards and the Northumberland Fusiliers, who, under the command of Brigadier Grant, restored order in Jerusalem, working with police forces. The Coldstreamers (who had come up from Sarafand) entered the city through the Zion Gate, on the south, in the early morning of October 19. They then advanced right through the Old City and reached the Damascus Gate on the north. (A reference to our double-page aerial

view of Jerusalem on pages 772 and 773 will make their movements clear.) At the Damascus Gate there was a sharp engagement before they could drive back the Arabs. When searched, the houses just inside the Damascus Gate, from which the rebels had been sniping, were practically deserted, though the Coldstreamers found some children who had been left behind. Much time was spent by the troops on the house-tops, routing out occasional snipers. (L.N.A.)

#### THE ARMY "CLEANING-UP" IN THE OLD CITY OF JERUSALEM: COLDSTREAM GUARDS AND OTHER UNITS OUTWIT SNIPERS.



THE RE-ESTABLISHMENT OF ORDER IN JERUSALEM BY THE ARMY: TROOPS AND POLICE SENDING BACK TO THEIR HOMES JEWS WHO HAD VENTURED ON TO THE STREETS WHILE THE OPERATIONS WERE IN PROGRESS, (S. and G.)



THE PERILS OF COMBING-OUT: INFANTRYMEN, IN A STREET OF BOLTED DOORS, LOOKING AT  $\lambda$  HOMB THAT WAS THROWN AT THEM BY TERRORISTS, BUT, HAPPILY, FAILED TO EXPLODE. (S. and G.)

The British troops detailed to restore order in the Walled City of Jerusalem moved in early on the morning of October 19. Previously a cordon had been drawn round the Old City, and the area for 1000 yards round it carefully cleared. At 5 o'clock on the morning of the 19th aeroplanes began to circle over the Old City and at 6.30 a.m. the 3rd Battalilon Goldstream Guards entered through the Zion Gate, in the South, and passed right through the



THE WATCH FOR SNIPERS, WHO CONSTANTLY FIRED ON THE TROOPS FROM POINTS OF VANTAGE AND EVEN FROM MOSQUES: A MACHINE-GUN POST OF NORTHUMBERLAND FUSILIERS IN A JEWISH HOUSE,  $(S.\ and\ G.)$ 



in the walled city of Jerusalem, where the irrecularity of the houses made police work difficult during the "clean-up". A solitary sentry in a deserted street, the doors all being shut and bolted. (Fol.)

city. There was a sharp engagement with Arabs in the neighbourhood of the Damasous Gits. Meanwhile, the 1st Battalion, the Northumberiand Paillers, had come in mength the Zion Gate, and other troops through the Jaffa Gate, in the West, and the New Gate, at the N.W. corner. Parties advanced to St. Stephen's Gate on the eastern edge of the Arab quarter. During these operations aeroplanes reported that many armed Arabs were withdrawing into





MEN OF THE BLACK WATCH—WHOSE DUTIES INCLUDED PATROLLING
THE WALLS ON THE OUTSIDE AND PREVENTING ESCAPES—AT THE DUNG GATE, WHERE THEY UNDERTOOK TO OPEN THE BOLT, (Fox.)



ARAB SUSPECTS: MEN WHO WERE UNABLE TO PROVE RESIDENCE IN TERUSALEM

A HALT IN THE WORK OF COMBING-OUT THE OLD CITY: BRITISH TROOPS OF VARIOUS UNITS RESTING AT ONE OF THE GATES; WHILE SENTRIES KEEP WATCH ABOVE. (K920me.)



MEETING THE MENACE OF SNIPERS: MEN OF THE COLDSTREAM GUARDS AND BLACK WATCH LINING THE LOOPHOLES OF ONE OF A SECTION OF JERUSALEM'S SIXTEENTH-CENTURY BATTLEMENTS WHILE A PUPPY UNCONCENSEDLY PLAYS AMONG THEM, (L.N.4.)

the Haram-esh-Sherif, and a cordon was drawn round this, cutting it off from the Moslem Quarter and the rest of the Old City. At 8.15 a.m. British troops and police began house-to-house searches in the occupied area. Interesting details of the work of house-to-house searching were given by a "Daily Telegraph" correspondent who was with the Coldstream Couards and the Northumberland Fusiliers. They were then going through the Tarikh Bab el

Silsileh area (on the west side of the Haram). They knocked at each door and, if there was no response at the end of a minute, they broke in and entered, searched the contents, and, on leaving, placed the letter "P" in white chalk on every door. Small parties of Christians and Arabs who elected to cleave the city or wanted to go in search of food were escorted. Men who could not prove their residence were tied together and taken off into custody.

#### CZECHOSLOVAKIA'S NEW STORM CENTRE: RUTHENIA, THE

DRAWN BY OUR SPECIAL ARTIST BRYAN DE

THE CZECHOSLOVAKIAN RAILWAY LINE THROUGH RUTHENIA TO JASINA OCCASIONALLY CROSSES THE RUMANIAN FRONTIER. HERE RUMANIAN TROOPS BOARD THE TRAINS AND PREVENT HEER KUMAMIAN KROPPS BOARD THE TIKAINS AND PREVENT.
ANY TRANSLEES WITHOUT SPECIAL PREVIATIONS.
THE SOLDIERS ARE YERY DYRICT, ESPECIALLY AT THE PRESENT
THE AND TRANSLE ON THE FOOTBOARDS OFTHE CARRIAGES
UNTIL THE TRANS RECEOSE THE BORDER AGAIN.



THE MOST PICTURESQUE PEOPLE OF RUTHENIA ARE THE HUCULS', THE MOUNTAINEERS OF THE EXTREME EAST, WHOSE INDEPENDENCE. IS

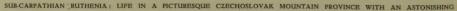




TENED BY POLAND AND

AT MUKACEVO THE JEWISH INHARITANTS WERE THE LONG-BLACK CAFTAN AND FURRED HAT OF MEDICAL TIMES, THEKE ARE 30 3YANGGOUES IN THIS IMPORTANT CITY, WHICH IS WITHIN STRIKING DUTANCE OF HUNCARY AND ALSO HAS ONE-OF THE MOST IMPORTANT JEWISH HIGH KHOOLS IN EVEROPE.





Ruthenia, the easternmost province of the Czechoslovak "sausage," abutting on Poland, Rumania and Hungary, bids fair to succeed the Sudeten areas as the principal storn center in Central Europe. Hungary whiles for a plebistic in Ruthenia, and, in this, is supported by Poland. A common frontier with Hungary has long been desired by the Poland Government, and this policy is backed by Signor Mussolini. In Germany it is not viewed with enthusiant; since it would interfere with her schemes for an advance eastwards. A recent development has been the attempt by Poland to win

Rumania's interest. A Polish-Hungarian-Rumanian bloc, it may be noted, Rumania's Interest. A Polish-Hungarian-Rumanian Mor, it may be noted, was an old dream of Marshal Plisudokis, and one which was always favoured by Italy. It was widely believed that Colonel Beck, during his visit to Rumania on Coteber 19, made an offer of a silce of Cerchoslovak territor to his hosts in return for Rumania's acceptance of the proposed common frontier between Poland and Hungary. As we write, everything goes to show that the Rumanians rejected this offer. The Ruthenians are really nothing the state of the proposed to the state of the proposed to the prop but Ukrainians, though separated from them by their history and religion.

#### EASTERN PROVINCE COVETED BY POLAND AND HUNGARY.

GRINEAU RECENTLY IN CZECHOSLOVAKIA ABOVE JASINA, ALONG THE MOUNTAINOUS CARPATHIAN FRONTIER BETWEEN POLAND AND RUTHENIA, ETWEEN TOLAND AND NOTITED IN THE CONTROL OF PILE STREAM OF THE GREAT WAR. STILL AS THE MERCE DEVINE THE ENTREM POSTRIA AND RUSSIA. NOW CZECH AND POISH A PATROLS KEEP WATCH ON EACH OTHER THERE WATCH ON EACH OTHER THERE

> A STIRRING SIGHT ON THE WILD RUTHENIAN RIVERS ARE THE HUGE RAFTS OF LOGS, HEWN FROM THE CARPATHAM FORESTS, SWEEPING DOWN TOWARDS THE DANUSE - THEY ARE STEERED BY GREAT OARS, THRUST OUT AHEAD AND THEIR PASSAGE IS BOTH DANGEROUS AND EXCITING.

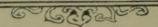
#### MIXTURE OF PEOPLES, AND A BARRIER BETWEEN HUNGARY AND POLAND, WHO SEEK A COMMON FRONTIER.

During the nineteenth century Ruthenia remained a backward country, partly owing to the people's habits of keeping the holders of soft play, partial of Creptrian calendars—giving as many as 200 holders in a year in some districts! After the Great War, the Ruthenes in East Galicia were absorbed into Poland; those in the N.E. Carpathians attributed to Crecheslovshia, special guarantees being laid down for their national autonomy. They were formed into the province of sub-Carpathian Ruthenia for Russial, which is what is generally meant when Ruthenia is referred to at the present time.

To show the ethnographical confusion of this part of Central Europe, it is sufficient to say that in 1928 the estimated number of Ruthenians (excluding the Ukrainians in Soviet Russia) were: in Poland, 3,000,000; in Ozeokoslovakia, 461,849; in Rumania, 792,000; with small groups in Hungary, Incidentally, there are over a million Ruthenians in the U.S.A. and Canada. But the situation in Ruthenia is complicated by the presence of numerous other groups—as our drawings abow. Twelve different languages are current in Uthorod. including German, Gipsy, Yiddish, Magyar, and Russian!



#### SCIENCE. THE





#### VERY REMARKABLE BEETLE. THE STORY OF A

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

WHEN I was a boy, more than half a century ago, the "entomologist" and his queer tastes could always be relied upon to furnish "copy" for the comic papers. To-day this foolish attitude has given place to a very profound regard. We realise

given place to a very profound regard. We realise that the entomologist has rendered, and is rendering, services of supreme importance to the farmer and the gardener and those concerned with the study of diseases affecting both our fellow-man and his flocks and herds and his crops. Those concerned with the storage of foodstuffs and furniture look also to him for advice help. But all this, though of vast importance, concerns only the "economic" aspect of entomology. Seemingly of no great importance, perhaps, comes all that concerns "systematics" and "bionomics."

The first is pursued in our museums, which are assiduously engaged in the collection and study of enormous numbers of species and the differences they present in the form of geographical races, seasonal changes, sexual differences, and coloration, as well as of the "larval stages" which precede the adult forms, and the naming of species new to science. The second is concerned with their haunts and habits and their relationship to other types of animals and plants. The study of these two aspects may seem, as I say, to have no more than an academic interest. But this is far indeed from being the case.

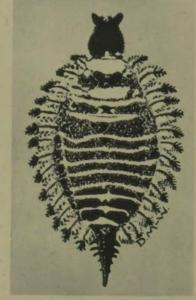
The study of the larval stages bristles with difficulties, for there are large numbers of which the adult stages are unknown. But now and again, more or less accident-ally, one or other of these "mystery larvæ" may be reared to maturity, and, passing the pupal stage, will reveal successfully their parentage in the perfect, adult insect.

Beetle larvæ are notoriously difficult to identify. The "trilobite-larva" for long years evaded identification. I recounted its story on this page, it may be remembered, some time ago. I have now to give a brief account of yet another mystery of this kind which has been collected. And this grain concerns the which has been solved. And this again concerns the larval stage of a beetle.

Some five-and-twenty years ago very remarkable larvæ, apparently of a beetle, were found in Texas and California. From time to time yet other very similar larvæ turned up, and from widely different

parts of the world. In every instance all attempts to rear them maturity failed, though success came at last, as I shall show.

The general appearance of the only larva of which the complete lifehistory is shown in the accompanying photograph (Fig. 3). The outline of the body, it will be noticed, is oval, flattened, by transverse lines representing the separate

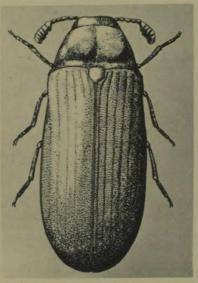


separate segments of the body, which is bounded by a frond-like fringe, and terminates in a stiff, spike-like tail.

The first specimens were found under the bark of a dead yucca tree, but later others were found under dead bark, or dead leaves, or in crevices and hollows in the vertical faces of rocks. And in one of these latter hiding-places the first clue was obtained as to the nature of its food, for around it were remains of hibernating insects. These had apparently been of hibernating insects. These had, apparently, been

sucked dry-a surmise engendered by the fact that the larva's mouth was armed by sharp-pointed, curved, hollow jaws, not unlike those of the glow-worm larva, and from this fact a more or less close relationship to the "glow-worms" was inferred.

That all the larvæ of this type which have been found prey upon hiber-nating insects seemed fairly certain, for all alike are to be regarded as the slowest-moving insects known, and quite in-capable of the pursuit



4. AS YET UNKNOWN IN THE ADULT FORM: AN EAST

AFRICAN ASCALAPHID LARVA.

The adult form of this larva is believed to be one of the "neuroptera"—allied to the lace-wing flies. The resemblance to the Brachyspectra larvæ is close and is regarded as being due to convergence.

of active prey. One kept under careful observation would remain motionless for days together, and its rate of progression, when it does move, has been described by Dr. Blair, of the British Museum of Natural History, as about the rate of movement of the minute-hand of a watch! On one occasion a larve was found with a flux and on another with a larva was found with a fly, and on another with a spider in its jaws, and hence the suggestion that hibernating animals form their chief, if not their only source of food. This certainly cannot be plentiful, and would be limited to the winter months. But, as captive specimens have been known to go for as long as two years without either moulting or feeding, they have evidently become adjusted to long fasts.
At long last, however, a captive larva from

S. India completed its metamorphosis and emerged as the long-awaited "imago" or adult stage! It proved to be a member of a genus of beetles known to science only by a single rare species which had been named *Brachyspectra lampyroides* (Fig. 2), and related to the beetles known as "skip-jacks"—*Elaterida*.

This, however, is not the end of the story. Larvæ of this type have now been found in regions far remote from one another. All differ in details, for they belong to different species. The Indian larva (Fig. 3) differs, for example, chiefly in having a larger lateral fringe of frond-like outgrowths round the margin of the body, and not having the back studded with small, hard granules. This frond-like fringe, which in both these larvæ is pressed closely down on the surface on which the creature is resting, it is suggested, serves to protect the soft under-parts of the body from the attacks of ants.

Another larva of this type, with a similar frond-like fringe, is in the collection of the British Museum of Natural History. But as yet it has not

been possible to say more of it than that it is the larva of some beetle allied to the "ladybirds." Yet another which has undergone a sill at transformation is shown in Fig. 4. All that can be said of it up to the present is that it belongs to the Ascalaphida-insects that have a superficial resemblance to dragonflies, but really form a totally distinct group containing the ant-lions and lace-wing flies. Hence they are not even remotely related to the beetles. But this particular larva certainly bears a very strong superficial likeness to those of the beetles just described. In this community of resemblance we have another illustration of what is known as "convergence," where animals in no way related one to another have come to assume a closely similar external appearance. The Australian thylacine and the wolf, the limbless lizards and the snakes, the owls and the hawks afford striking instances of this. It comes about as an adjustment of the body to similar stimuli due to similar activities in the pursuit of

food.

The resemblances between these beetle-larvæ, however, are not due to convergence, but to descent from a common ancestry. Their geographical distribution, however, is somewhat remarkable, for we have to account for their appearance in regions so far apart as California, Texas, South India, and Singapore. How did the ancestors of these sluggish creatures find their way to these now isolated and widely sundered areas? It seems hardly possible to avoid the conclusion that the original centre of distribution was in the centre of distribution was in the neighbourhood of original



Northern whence the Indian species wandered southward and the American species northward and westward, over land now covered by the Behring Straits into America. This wandering must have taken tens of thousands of years, but it was accomplished, it must be remembered, by the full-winged adults and not their sluggish offspring. These larvæ, as

my photographs show, display no recognisable likeness to that of a beetle, and we find even stronger and stranger contrasts between larvæ and adult stages other groups of the animal kingdom, as, for example, in the molluscs,

sea-urchin tribe, and the crustacea. The interpretation of these differences I propose to undertake in the near future.

#### ARCHÆOLOGY IN JERUSALEM-NOW OF MILITARY USE: JEWISH TOMBS.

PHOTOGRAPHS BY THE JEWISH PALESTINE EXPLORATION SOCIETY. (SEE ARTICLE ON THE NEXT PAGE.)



I. POPULARLY KNOWN AS THE TOMB OF ZECHARIAH: A PYRAMIDAL MONUMENT BESIDE THE HEZIR TOMB-CAVE AND CONNECTED WITH IT BY TWELVE STEPS.



2. JERUSALEM'S FINEST ANCIENT MONUMENT: "ABSALOM'S TOMB" (REALLY OF HERODIAN DATE)—A ROCK-CUT MONOLITH BESIDE THE CAVE OF JEHOSHAPHAT.



3. SHOWING, AT EITHER END, THE MONUMENTS ILLUSTRATED ABOVE IN FIGS. I AND 2: A GENERAL VIEW IN WHICH ARE SEEN (FROM LEFT TO RIGHT)
THE SO-CALLED "TOMB OF ABSALOM"; THE CAVE-TOMB OF THE FAMOUS PRIESTLY FAMILY OF HEZIR; AND THE "TOMB OF ZECHARIAH."

Archæological research in Jerusalem has acquired a wider range of interest than usual since the recent statement, made during the operations of British troops against Arab rebels in the Old City, that an eminent archæologist had been called in to advise the military authorities concerning the location of underground passages of great antiquity. There is a labyrinth of such passages beneath the Haramesh-Sherif (the Moslem sacred area, whose position in the walled city was well

shown in an air view and a map of Jerusalem in our last issue), and it was believed that the rebels were using them as places of concealment, or as a secret means of entering and leaving the city. The above photographs illustrate Dr. B. Maisler's article (given on the next page) describing notable discoveries in the ancient Jewish cemetery at Jerusalem. Some of these tombs, which were hewn out of the solid rock, date back to the days of Herod and his successors.

#### THE SOLE REMINDERS OF JERUSALEM'S "GOLDEN AGE."

TOMBS IN THE ANCIENT JEWISH CEMETERY DATING BACK TO THE TIME OF CHRIST AND THE FIRST CENTURY A.D., WHEN THE HOLY CITY WAS AT THE HEIGHT, OF ITS SPLENDOUR AS CAPITAL OF PALESTINE.

By DR. B. MAISLER, Ph.D., Field Archaeologist of the Jewish Palestine Exploration Society (See Illustrations on the preceding and facing pages.)

FeW are the remains that have been preserved in Jerusalem from the heyday of Hebrew culture in Palestine, i.e., from the days of the First and Second Temples. Of the Royal Palaces no sign is left; from the Holy Temple only vestiges of walls; and from the splendid city, the Crown of the East, but few ruins. Tombs alone remind us of the Golden Age of the Holy City. Every visitor to Jerusalem must surely be struck by the wonderful tombs cut in the rock and visible to the eye on the slopes of the Mount of Olives and the Kedron Valley, as well as in the vicinity of the northern wall of the Old City, and near the new Jewish suburb of Sanhedria. These are Jewish tombs dating back to the epoch at the end of the Second Temple, particularly to the days of Herod and his heirs. Most important of these monuments is the cave known as the "Tombs of the Kings" (Fig. 12), north of the Old City and near the Third Wall of Jerusalem, i.e., the wall begun by King Agrippa I. (40-44 A.D.) and completed thirty years later by the inhabitants of Jerusalem during the time of the Roman siege. This wall was excavated ten years ago by the archæologists of the Jewish Palestine Exploration Society.

Folklore of the Middle Ages has ascribed the Tombs of the Kings, which were at all times visible to the eye, to the Kings of the Davidian Dynasty, and when European explorers began to investigate the Jerusalem remains during last century this cave aroused their particular interest. The first to devote himself to its exploration was the well-known French savant, Félicien de Saulcy (1807-1880). De Saulcy managed to obtain a permit from the Turkish Government to excavate the Tombs of the Kings and began his work in 1863, albeit with the primitive technical equipment then at the archæologist's disposal, shovelling out therefrom the dust of ages. An extensive courtyard, chiselled in the rock, leads to a wall from which entry is obtained to smaller burial chambers (Fig. 12). In the walls of these chambers the loculi, wherein lay the coffins, are carved

Helena, Queen of Adia-bene, while the Aramaic inscription on the sarco-phagus reads: "Queen phagus reads: "Queen Sadan," i.e., Helena, who came from Adiabene with all her family in the year 43 A.D., became a pro-selyte, and settled in Jerusalem, as we learn from Flavius Josephus and Talmudic sources.

that in ancient times the tombs of the Adiabene family were regarded as one of the greatest architectural feats in existence, the Greek writer Pausanias speaking of them as one of the Seven Wonders of the World.

Among other Jewish tombs in Jerusalem of the days of the Second Temple, those in the Kedron Valley and on the slopes of the Mount of Olives a waken keen interest. Here lies the Tomb of Absalom.

interest. Here lies the Tomb of Absalom (Figs. 2 and 3), the most magnificent monu-ment in Jerusalem preserved from ancient times ancrem Popular traditionascribes this monu-ment to Absalom, son of King David, that after it was but after it was cleaned out and explored by Pro-fessor Slousch on behalf of the Jewish Palestine Explora-tion Society, in 1924, it was revealed as belonging to the Herodian epoch. The Tomb of Absalom is a monolith cut in the rock at the opening of the Cave of of the Cave of Jehoshaphat, which in itself was a family tomb. It was customary in the East in those days to erect or carve out in the rock in front of the tomber appropriate to the a monument in the form of a tower or

and known as the Cave of the Family of Hezir (Fig. 3), a famous family of priests who served in the Temple. At the entrance to this cave is a monument in the form of a pyramid, popularly known as the tomb of Zechariah (Figs. 1 and 3). Twelve steps lead from this monument to the Hezir Cave, where entry is obtained into a corridor which widens into an open hall and from which one gets a splendid view of the Temple Mount. The cave embodies a main hall with three burial chambers, while in the corridor a Hebrew inscription carved above the border enumerates the members of the family who found their resting-place in this cave, which was also explored by the Jewish Palestine Exploration Society. All these tombs have long since been known, and in the course of ages completely despoiled. For present-day explorers, therefore, nothing remains but to clean them out and to conduct researches from an architectural and artistic point of view. tombs of the family of

On the other hand, exploration work of great importance has been carried out, particularly during the last twenty



NEAR THE TOMB OF RACHEL, ABOUT FOUR MILES FROM JERUSALEM ALONG THE ROAD BETHLEHEM: A GENERAL VIEW OF RAMATH RACHEL, WITH JEWISH TOMBS DATING FROM THE PERIOD OF THE SECOND TEMPLE.

AT SHEIKH IBREIQ, IN THE MOUNTAINS OF GALILEE: THE INTERIOR OF A JEWISH TOMB OF THE THIRD CENTURY A.D.

As Director of the Sheikh Ibreiq Expedition of the Jewish Palestine Exploration Society, Dr. Maisler (the writer of the present article) described his discoveries there, with many illustrations, in our issue of June 18 last. Sheikh Ibreiq lies on the slope of the mountains of western Galilee, overlooking the valley of Jezreel. Dr. Maisler found there Jewish catacombs of a previously unknown type, with decorations giving fresh clues to the Jewish origin of early Christian art. "The tombs there," he writes, "are the result of a long development, the beginning of which can be traced to the time of the Second Temple."

pyramid, this prac-tice being, no doubt, due to Egyptian and Phœnician influence.

The Tomb of

Absalom measures 18'50 metres (about 60 ft.) from base to apex. The beautiful apex. The beautiful ornaments, particularly the columns with the Greek garlands and the magnificent carvings, testify to the high standard of art which the inhabitants of Palestine attained in the Herodian epoch. Herodian epoch From this point of view is of interest also the triangular lintel (Fig. 6) above the entrance to the Cave of Jehoshaphat, with motifs taken from the botanical field, as, for example, the the entrance to the for example, the acanthus, the olive-branch, the pome-granate, the citron, granate, the critical and the grape. All these reappear from time to time in ancient Jewish art, beginning with the Hasmonean period. The Cave of Jehoshaphat Jenosnaphat is a large cave, embody-ing a central hall with seven burial chambers, and is beyond doubt the tomb of an impor-tant family, prob-ably that of a family of High

Priests.
Of no linterest than above-mentioned tomb is the one contiguous with it

years, by the Department of Antiquities of the Palestine years, by the Department of Antiquities of the Palestine Government, the Jewish Palestine Exploration Society, the Hebrew University, and the German Evangelical School, resulting in the discovery of numerous places of burial in Jerusalem and the surrounding neighbourhood, which have remained in a good state of preservation, particularly such as have escaped the eager hands of robbers. It is surprising that only rarely have explorers succeeded in laying have a completely untouched tomb, and it stands to reason remained in a good state of preservation, particularly such as have escaped the eager hands of robbers. It is surprising that only rarely have explorers succeeded in laying bare a completely untouched tomb, and it stands to reason to assume that the pillage of tombs must have been a recognised profession in Palestine in all ages, even in ancient times. The methodical exploration of the ancient Jewish necropolis in Jerusalem has thrown light on the manner of burial as practised by the Jews in ancient times. These researches have proved the veracity of the Talmudic evidence that Jews were wont to bury their dead at first in graves and, after the decomposition of the bodies, to collect the bones in ossuaries (Figs. 7 to 11). In almost every tomb that had not been completely pillaged were found small stone ossuaries of an average length of 50 to 80 cm. (about 20 to 32 inches) and breadth of 30 to 40 cm. (about 12 to 16 inches). This custom of reburial may be accounted for by the lack of sufficient space in the family caves and by the necessity of making room for fresh burials, as well as by the constant apprehension lest the bones should become scattered.

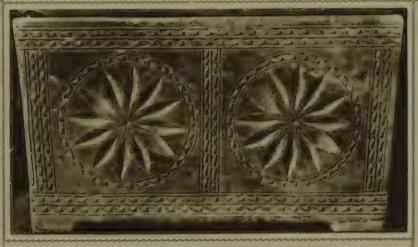
At times the explorer chances to come across a room full of ossuaries in one cave where dozens of such receptacles are concentrated (Fig. 11). Many of these ossuaries are ornamented after the manner peculiar to those days, i.e., the last century B.C. and the first century A.D. Particular prominence is given to the rosette (Figs. 7, 8 and 11), diverse plants, and geometric and architectural designs (e.g., Fig. 9) of varying kinds. Of special interest are the Hebrew, Aramaic and Greek inscriptions on the ossuaries; in particular, the names of people whose bones were therein collected. On one such ossuary Dr. Sukenik, Head of the Archæological Department of the Hebrew University, discovered the name of "Jesus the son of Joseph." It is obviously not the ossuary of Jesus the Nazarene, for the names of Jesus and Joseph were most common at that period. Biblical names ar

#### ART IN HERODIAN PALESTINE: TOMB DECORATION AT JERUSALEM.

PHOTOGRAPHS BY DR. B. Maisler and the Jewish Palestine Exploration Society. (See Article on the Opposite Page and Illustrations on Page 777.)



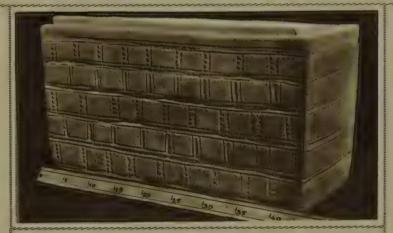
6. THE TRIANGULAR LINTEL ABOVE THE ENTRANCE TO THE CAVE OF JEHOSHAPHAT AT JERUSALEM, DECORATED WITH BOTANICAL MOTIVES (SUCH AS ACANTHUS, OLIVE-BRANCH, POMEGRANATE, CITRON, AND GRAPES) RECURRENT IN ANCIENT JEWISH DESIGN: EVIDENCE OF A HIGH STANDARD OF ART IN HERODIAN PALESTINE.



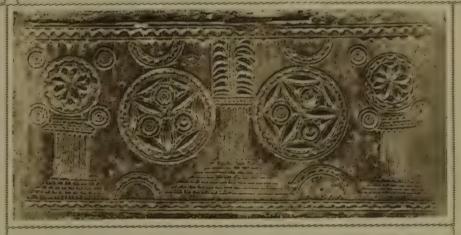
7. DECORATED WITH TYPICAL ROSETTES: AN OSSUARY FROM RAMATH RACHEL—ONE OF MANY SUCH RECEPTACLES FOR BONES FROM THE ORIGINAL GRAVES.



8. DISCOVERED IN A JEWISH TOMB ON MOUNT SCOPUS: AN OSSUARY WITH MORE ELABORATE DECORATION (INCLUDING ROSETTES) THAN THAT SHOWN IN FIG. 7 (ADJOINING).



9. REPRESENTING A BRICK WALL, ONE OF VARIOUS ARCHITECTURAL DESIGNS OCCURRING ON SUCH RECEPTACLES AS THIS: AN OSSUARY FROM RAMATH RACHEL.



10. BUILT INTO A WALL IN THE VIA DOLOROSA AT JERUSALEM, AND NOWADAYS SERVING AS A REFUSE-CONTAINER: AN OSSUARY OF THE FIRST CENTURY A.D.



11. SHOWING SEVERAL OSSUARIES in sith, ONE WITH A ROSETTE DESIGN LIKE THOSE IN FIGS. 7 AND 8 ABOVE: A BURIAL CHAMBER FOUND ON MOUNT SCOPUS.



12. In the "tombs of kings," now known to be those of the family of queen helena of adiabene: A wall in a rock-cut courtyard, with entrances to locals.

In his article opposite, to which the above photographs relate, Dr. B. Maisler describes his researches among ancient Jewish tombs in Jerusalem, a subject whose interest has been enhanced by recent events in the Holy City. The high standard of art in Herodian Palestine is exemplified in the decoration of ossuaries discovered in the tombs. They were receptacles for the bones of the dead, collected from the original graves after the decay of the bodies. This form of re-burial

was due to lack of space in family tomb-caves. Modern archæology has corrected popular tradition regarding some of the monuments. Thus the "Tombs of Kings" have been shown to be really those of the family of Helena, Queen of Adiabene, a small Assyrian province on the Tigris. She and her sons adopted Judaism about 18 A.D. Adiabene, whose rulers had been vassals of Parthia, submitted to Rome in the reign of the Emperor Trajan (98 to 117 A.D.).



#### The World of the Kinema.

By MICHAEL ORME.



PERSONAGES AND PERSONALITIES.

PERSONAGES AND PERSONALITIES.

M. HERBERT WILCOX, producer and director of "Sixty Glorious Years" (presented at the Odeon Theatre), did a bold thing when he decided to supply his screen biography of "Victoria the Great" with a sequel. The ground of the Victorian era seemed, indeed, to have been so fully covered in the theatre and on the screen that a certain degree of apprehension arose as to the risk of repetition. Such fears are dispelled by this amplification of a historical theme whose keynote is sounded at the outset in the sub-title, "An Intimate Diary of Queen Victoria and Her Beloved Consort, Prince Albert." At times the design of the two films runs parallel; occasionally, as in the scene of the Diamond Jubilee, its convolutions merge, but here as elsewhere it is the private response to public events that is of major importance and of engrossing interest. Echoes of unrest, diplomacy and achievement penetate the granted precipates of royalty. Public importance and of engrossing interest. Echoes of unrest, diplomacy and achievement penetrate the guarded precincts of royalty. Public antagonism to Prince Albert, Mr. Dickens' championship of the under-dog, the laying of the first Atlantic cable, Mr. Disraeli's bold bid for the Suez Canal, and a succession of Prime Ministers bring news of the outer world to a Queen whose early impatience gradually settles into definite principles and whose strong will bends to the curb of time, of her Consort's mellowing influence, of wifely and maternal devotion. Thus by the wholly different treatment of the subject-matter in the two Victoria films all sense of recapitulation vanishes, and Il sense of recapitulation vanishes, and Sixty Glorious Years," suggesting with

conservatory," as its detractors dubbed the Crystal Palace, which expressed Prince Albert's vision of a great exhibition to link up the peoples of the world in friendly competition. The airy edifice and the tall palms that add their deeper note to the translucent green of the glass vault and throw into high relief the radiant figure of the Queen are one of



"SIXTY GLORIOUS YEARS," THE NEW COLOUR FILM OF QUEEN VICTORIA'S LIFE, AT THE ODEON: THE MARRIAGE OF THE QUEEN (ANNA NEAGLE) AND THE PRINCE CONSORT (ANTON WALBROOK)—THE DUKE OF WELLINGTON (AUBREY SMITH) BEHIND THE SWORD-BEARER.

the momentary thrills the momentary thrills that colour - photo-graphy and masterly craftsmanship have provided. Yet these pictorial effects remain unobtrusive, savoured only as a subtle flavour. That is at once a compliment to the handling of Technicolor and to of Technicolor and to the quality of a fine

and growl of buses, and the quick repartee and laughter of the waiting crowd. It has its romantic passages, as when the honest "busker," pursuing the girl who has relieved her future patron of his gold cigarette-case, tracks her down to an empty mansion and finds her dancing in the moonlit and deserted ball-room. Here is a memorable moment made lovely by the elfin grace of Miss Vivien Leigh and poignant by the mute reverence of the big, clumsy fellow confronted with a sudden vision of beauty.

Fundamentally the picture conforms to the "back-stage" formula. The girl rises to fame, the man remains in the gutter. Her sudden impulse of pity which secures for her first friend an audition "inside" the theatre ends—and the picture with it—in his realisation that his place is "outside." The simplicity of the tale gives Mr. Laughton ample time to develop his study of Cockney humour, pathos and assurance. He curls his tongue around the morsel with immense relish. The incredible flourish of his absurd recitations, his slow and baffled approach to passion, a dash of cunning, a boyish shyness, are all inherent in a portrait that is somewhat over life-size but none the less impressive. Miss Vivien Leigh is quick, intelligent, and lovely, though not, one feels, as firmly rooted in the bedrock of the London streets as are some of her humbler companions, notably Mr. Tyrone Guthrie and Mr. Gus

rooted in the bedrock of the London streets as are some of her humbler companions, notably Mr. Tyrone Guthrie and Mr. Gus McNaughton, both pillars of strength in Mr. Tim Whelan's admirable reconstruction of the city's theatreland.

Personality again has dictated the decision to bring back that evergreen hero of romance, the vagabond poet, François Villon, in Mr. Justin Huntly McCarthy's famous phantasy "If I Were King," presented at the Plaza. With or without music, on the stage or on the screen, this master of the ballad and inveterate brawler can be relied on to serve his turn again when

MARRIAGE
MACLE) AND

(ANTON
A hero with panache and humour, a glib tongue and a ready sword is required—such a hero, in short, as the public demands from Mr. Ronald Colman. The pretty fancy that gave the fifteenth-century poet who—at any rate, for the purposes of fiction—espoused a starving people's cause seven days in which to prove his prowess as virtual ruler of France has assumed a solidity that seems a shade too ponderous for its fairy-tale fabric. That is partly due to its screen elaborations and partly to its realistic settings, in themselves an admirable reconstruction of mediæval France. Under Mr. Frank Lloyd's energetic direction, the play emerges as swashbuckling melodrama in which Mr. Ronald Colman loves, laughs, fights, and versifies with his customary easy assurance. A little heavy when delivered over to the rabble or the Court, the action is whipped up into excellent entertainment by the frequent encounters of poet and king, for Mr. Basil Rathbone, freed from the fetters imposed by cold villainy, matches his wit



"SIXTY GLORIOUS YEARS"-THE QUEEN LISTENS PROUDLY WHILE THE PRINCE CONSORT READS AN OFFICIAL ADDRESS AT THE OPENING OF THE CRYSTAL PALACE:
FAMILY GROUP; INCLUDING THE LITTLE PRINCE OF WALES.

admirable economy the happenings in a great Empire and the preoccupations of a people, finds the core of glory in the home-life of a Queen and her Consort.

It is a very human, very moving story, told with restraint and dignity, preferring the small and confidential touch to pageantry. It reveals a young Queen who could start a foolish quarrel and make it up with tears; whose little feet were eager to dance, though she thought herself "too old to waltz" at twenty-one; who considered her small son by far the best competitor in the Highland Fling at the Braemar Gathering, and whose first thought as an old woman exhausted by the strain of her Diamond Jubilee was for her maid Maggie, for whose sake she turned her back on the Court to tell the invalid all about a wonderful day. We learn that Victoria had a "stand-in" for her dress fittings; that she and Prince Albert liked two lumps of sugar in their tea; and that the prolix lecturer, with magic-lantern illustrations, bored her heartily. These little cosy details, discreetly yet brightly pricked out in the pattern of the years, give to the whole picture an absorbing interest and an abiding charm, vitalised by the fine portrayals of Miss Anna Neagle, Mr. Anton Walbrook, and a carefully chosen company.

The "mirror held up to Nature" is not quite flawless. Mr. Wilcox, I think, missed a fine curtain in the eloquent and sober summing-up of a great era by a group of politicians and the racy comment of the man-in-the-street on the Queen's passing. His "close-ups" of the dying Sovereign are both painful and unnecessary, but his period reconstruction rings true, the dialogue is admirably written, and Technicolor, taking its rightful place in the scheme of the production, enriches every canvas. Nor could black and white have done full justice to the "overgrown

A personality so definite as Mr. Charles Laughton's is apt to turn any characteris apt to turn any characterstudy into a virtuoso performance. It demands a
large frame with plenty of
elbow-room. Both have
been supplied by Miss
Clemence Dane in the new
Pommer-Laughton production, "St. Martin's Lane,"
at the Carlton Theatre.
This is the romance of a
"busker," one of those
street performers whose
profession is to entertain
the theatre queues during
their vigil outside the pit
and gallery doors, be it with
mouth-organ, banjo, or and gallery doors, be it with mouth-organ, banjo, or—as in this case—recitations delivered with histrionic exuberance. The frame, therefore, is admirably chosen. London itself provides it. The story of Charles Saggers, who "built up" a little predatory Cockney girl into the leading lady of his itinerant troupe and lost her when her talent and her beauty carried her beyond his reach, catches the rhythm of the streets and is punctuated by the hoot of taxis, the grind



"SIXTY CLORIOUS YEARS"—QUEEN VICTORIA AND THE PRINCE CONSORT

'IN THE HIGHLANDS: A ROYAL FAMILY GROUP AT BRAEMAR.

Her Majesty Queen Mary, accompanied by H.R.H. the Duke of Kent, attended the première of "Sixty Clorious Years," the new Herbert Wilcox film of the life of Queen Victoria, at the Odeon The proceeds of the evening were in aid of the Mount Vernon Hospital for Cancer. In this film the public can, for the first time, see Buckingham Palace, Balmoral, and Osborne as film settings for every facility was given for the making of this historical picture. The film is episodic and great care has been taken to make it historically correct. It is entirely in Technicolor.

with Mr. Colman's and draws a portrait of Louis XI, so full of malice, of dry, incisive-humour and chuckling enjoyment that his every incursion into the plot brings laughter with it.

#### ART TREASURES OF ST. DONAT'S CASTLE FOR DISPERSAL: HEARST GEMS.

REPRODUCTIONS BY COURTESY OF THE MALLETT GALLERIES, 40, NEW BOND STREET.



AN EARLY SEVENTEENTH-CENTURY BUREAU: A PIECE OVERLAID WITH PLAQUES OF IVORY DIVIDED INTO PANELS CARVED WITH HUNTING AND OTHER SCENES.



ONE OF A SET OF MAGNIFICENT WILLIAM AND MARY WALNUT CHAIRS WITH PIERCED AND CARVED TALL BACKS.



WITH CUPBOARD, ELABORATELY PANELLED MOULDINGS AND PANELS INLAID WITH BONE AND MOTHER-OF-PEARL: AN ENGLISH OAK CHEST OF DRAWERS (c. 1650).



HAVING AN ELABORATELY PIERCED, CARVED AND SILVERED CRESTING AND STAND: A SCARLET LACQUER CHARLES II. CABINET DECORATED IN THE CHINESE MANNER.



A NARROW GOTHIC OAK CUPBOARD, DATING FROM ABOUT 1500, WITH THE PANELS CARVED WITH FOLIAGE.



RICHLY GILDED; WITH SHAPED PANELS OF CHINESE SUBJECTS ON A CREAM GROUND; A WILLIAM AND MARY CABINET OF SCARLET LACQUER.



WITH CORNER LEGS FASHIONED AS LIONS SEJANT SUPPORTING SHIELDS CARVED WITH THE ARMS OF THOMAS SHAA AND HIS WIFE, MARY HUNGERFORD; AN ELIZABETHAN WALNUT DRAW TABLE.



SHOWING THE CARVED FIGURE PILASTERS AND BULBOUS SUPPORTS AND THE PANELS OF FLORAL MARQUETRY: AN EXTREMELY FINE JAMES I. LARGE BUFFET.

As a sequel to his recent decision to dispose of St. Donat's Castle, Glamorgan, Mr. W. R. Hearst, the famous American newspaper proprietor, instructed that part of the great collection of art treasures which the castle contained should be dispersed by private treaty. Mr. Francis Mallett was chosen to arrange matters, and the whole of one floor of the Mallett Galleries has been devoted to the display of the selected pieces. On this page we show some of the outstanding exhibits, concerning two of

which a note may be added.—Thomas Shaa, whose arms appear on the Elizabethan walnut draw table, was a descendant of Sir John Shaa, who was knighted at Bosworth by Henry VII. and became Lord Mayor of London in 1501. Mary Hungerford was the daughter of Lord Walter Hungerford of Heytesbury, who was executed for treason in 1541.—The William and Mary cabinet of scarlet lacquer is probably one of the finest in existence and was at one time the property of the late Lord Curzon.

#### THE TSIEN TANG BORE: A VAST NATURAL PHENOMENON IN CHINA.



THE HUGE BORE ON THE TSIEN TANG AS SEEN FROM AN AEROPLANE (PARTLY VISIBLE IN THE LEFT-HAND CORNER): A TUMULTUOUS TIDAL WAVE RUSHING UP THE RIVER,
AT ABOUT 25 MILES AN HOUR, WITH THE WATER AHEAD COMPLETELY UNDISTURBED UNTIL ITS ARRIVAL.



A MIGHTY WALL OF RAGING WATER SWEEPING PAST STONE TERRACES ON THE RIVER BANK, FROM WHICH SPECTATORS MUST FLEE TO SAFETY AS IT NEARS THE TOP:

THE THIRD WAVE OF THE TSIEN TANG BORE CRASHING AGAINST THE UPPER PART OF THE EMBANKMENT.

The Chinese river Tsien Tang, at a point where it joins the Yellow River, south of Hangchow, is subjected annually to an "invasion" by the sea in the shape of a bore. At its mouth the Tsien Tang is several hundred yards wide, and it flows into a bay which broadens out to a width of thirty miles. Once every year comes a huge flood tide, which advances across the estuary and rushes up the

river at a speed of about 25 m.p.h. Compressed between much narrower limits it increases in height and fury, raising the river level to a height of about 36 ft. The swift approach of the bore makes a magnificent and awe-inspiring sight, and thousands of people watch it from the stone embankments along the river side. These protective walls, originally built in the seventeenth century, were recently [Continued opposite.]

#### THE OCCASION OF THE ANNUAL CHINESE "FLOOD DRAGON" FESTIVAL.



AN "INVASION" OF CHINA BY IRRESISTIBLE FORCES OF NATURE: THE SINUOUS WHITE LINE OF THE TSIEN TANG BORE ADVANCING ACROSS THE BROAD ESTUARY, BEFORE ITS CONCENTRATED RUSH UP THE RIVER—AN IMPRESSIVE AIR VIEW.

Continued.] reconstructed in the form of steps, used as "grand stands" for the occasion. When the bore arrives, raging to the top of the embankment as it sweeps past, the spectators beat a hasty retreat. On this day the local Chinese celebrate the festival of the Flood Dragon. An Indian river noted for an immense bore is the Brahmaputra. Bores occur on several British rivers, including the Severn, Trent,

Wye, and Solway. Illustrating the first two in our issue of September 1, 1934, we noted: "A bore is caused by flood-tides driving an immense volume of water from the sea into a river, and this water, accumulating in the estuary more rapidly than it can flow upstream, rises in a ridge that rushes over the surface." The Tsien Tang bore is on a larger scale than any in this country.

#### DAY. **BOOKS**

REVISION of the Ver-

REVISION of the Veryears, has of late assumed such disturbing forms that even the "average reader" has been obliged to take an interest in it. He wants to know, for example, something about the origin of Czechoslovakia—how and why there was suddenly added to the map of Europe, in 1919, a State whose name bore no ostensible relation to those of countries previously familiar, and was in itself a rather cumbersome "portmanteau" word.

interest, deeply charged with its author's dynamic with its author's dynamic personality. His vivid, compelling power of narration and argument belies his modest disclaimer of literary ability, as when he remarks that a man acquiring "an entirely new art in his seventieth year" cannot hope to attain proficiency. It is tieth year" cannot hope to attain proficiency. It is evident, in fact, that his three score years and ten sit lightly upon him, and that, as a writer, "his eye is not dim; nor his natural force abated."

Mr. Lloyd George begins by stating that his purpose is simply to tell the story of the Peace Conference, as one who was present through-out, and set down the facts

out, and set down the facts without reference to their bearing on subsequent developments or to their effect on present controversies. His readers can deduce all that for themselves. At the same time, he offers a general reply to criticism of the Treaties. "As one of the authors of that settlement," he writes, "I protest against its being judged on the subsequent abuse of its provisions and powers by some of the nations who dictated its terms. . . It is not the Treaties that should be blamed. The fault lies with those who repudiated their own solemn contracts and pledges by taking a discreditable advantage of their temporary superiority to deny justice to those who, for the time being, were helpless to exact it. It is not fair to charge the authors of the Treaties with these abuses or their consequences." Here it is left to the reader to place the caps on the heads which they fit.

In this volume Mr. Lloyd George does not go into great detail about conflicting racial elements in Czechoslovakia, and naturally one would not expect any mention of "Sudeten Germans," who at that time, presumably, were called something else. His general position is that the treaty-makers were confronted with a fail accompli. Regarding Austria-Hungary, he writes: "The Peace Treaty went beyond the original intentions of the great Allied Powers. The tearing up of the Austrian Empire into disparate and unconnected fragments was no part of the policy of France, Russia, Britain, America or Italy. We knew there must be a readjustment of frontiers in favour of Italy, Serbia and Roumania. As for the rest of the Austrian Empire, the idea that found favour was that which was expounded by General Smuts in his interview with Count Mensdorff (see 'War Memoirs,' Volume V.): the conferring of complete autonomy on the component races who made up the Austro-Hungarian Empire, inside a federal constitution. Had that been found practicable, there can be no doubt that it would have conduced to peace and stability in Central Europe."

And why, it may be asked, was not that desirable consummation achieved? Mr. Lloyd George goes on to explain as follows: "But when the Austrian Army collapsed, the fissiparous elements took charge of the situation. Czechoslovakia proclaimed its independence, and the Slavonic population of the South joined up with the Serbian kingdom. Hungary declared its independence, and Austria became an isolated Republic. The Roumans of Transylvania had already joined their fellow-countrymen. . . . I predicted at the beginning of the war that it would end in a break-up of 'the ramshackle Empire.' The prediction was verified with startling suddenness, and the most

irreparable completeness. There was not an area in the whole Austrian Empire which had not been parcelled out amongst the various claimants and occupied by their troops before the Powers ever met in conference. . . The task . . . was not to decide what in fairness should be given to the liberated nationalities, but what in common honesty should be freed from their clutches when they had overstepped the bounds of self-determination." I had half-expected that Mr. Lloyd George might use the phrase "ramshackle Republic," but apparently he resisted the temptation.

Still more urgently topical are his allusions to that "awkward question" of German colonies. In spite of changed conditions in Europe and the tendency towards a new spirit of conciliation, the belligerent views of twenty



THE VISIT OF THE KING AND QUEEN TO THE HOSPITAL FOR SICK CHILDREN, GREAT ORMOND STREET: HER MAJESTY TAKES A SEAT AT A SMALL TABLE DURING A NURSERY TEA-PARTY IN THE PETER PAN WARD.

The King and Queen visited the Hospital for Sick Children in Great Ormond Street, to inspect the new buildings there, on October 18. They spent an hour and three-quarters at the hospital, saw the new home for nurses, walked round five of the seven floors of the hospital, and talked with many of the children. In the Peter Pan ward five very small children were found by their Majesties having tea together. The Queen sat down with them at the small table, but this did not prevent the children from going on eating. One of them held up a chocolate biscuit for her Majesty's admiration, remarking: "Look, Queen!" The Queen laughed and agreed that it was a very nice biscuit.

\*\*Photographs by Keystone.\*\*

years ago, expressed in his book, retain a historical interest for British readers, and will doubtless be quoted in coming discussions. In one of his first references to the subject he says: "Had Germany accepted our terms (stated in a joint Allied reply to Presi-dent Wilson), peace could have been established in January, 1917, without the surrender by Germany of one of by Germany of one of her oversea posses-sions." Later, des-cribing a meeting of the Imperial War Cabinet after the Armistice, he says: "I repeatedly urged that America should shoulder a part of the burden. I regarded colonies not as possessions but as Imperial obligations, and I asked: 'Why the Americans should not offer to take their share in any control that might be necessary. I see no reason why we should be asked to do it all."

It was on this occarrel services. that General Smuts pleaded for a British mandate for German mandate for German East Africa, saying "he would prefer to see the United States in Palestine rather than East Africa." There was also a discussion "about the particular African possessions whichwe were prepared to give to Italy by way



QUEEN. MARY VISITS STEPNEY TO OPEN A NEW JEWISH GIRLS'
CLUB AND SETTLEMENT: HER MAJESTY WATCHING THE WEIGHING
OF A BABY, WHO IS PLAYING WITH HER BOUQUET.

ary was warmly welcomed when she went to Mile End Roa 9 to open the Stepney Jewish Girls' (B'nai B'rith) Club and Settle ont Street. She was received by Lady Spielman (President of irls' Club), Mrs. Heinemann (Chairman of the Women's Lodg tith), and officers of the club. Those on the platform during eremony included Mrs. James de Rothschild and the Chief F. 2). Lady Spielman, in asking Queen Mary to declare the club her Majesty's presence was a signal honour which was appreciate by the whole of the Jewish community.

of compensa-tion under the

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tion under the terms of the Treaty of London." In this connection, Mr. Lloyd George writes: "Mr. Churchill said that if we had to give up some territory, he was strongly in favour of giving up German East Africa. We already had more territory in that part of the world than we had either the wealth or the capacity to develop. On the other hand... an African colony used for purposes of investment would raise no strategic question."

At the Peace Conference itself, we are reminded, "not a voice was raised in favour of restoring to Germany her Colonies." Discussing later the German reply to the Draft Peace Treaty, containing an appeal for such restoration, Mr. Lloyd George says: "It would be asking too much from us to give back Germany such formidable naval and aerial bases to attack our lines of communications, until international peace had been assured on a basis that could not be shaken by the ambition or greed of any aggressive or ambitious States." There's the rub! Had it been merely a matter of relinquishing territory, he was not personally averse from that. Alluding to the Mandates undertaken by Australia, New Zealand, and South Africa, he writes: "This is the first occasion on which the Dominions accepted responsibility for the government of territories outside their own frontiers. Three out of the four thereby established little empires of their own within the greater Empire of which they are an integral part. Their readiness to do so was a great relief to all those who, like myself, felt that the British Empire, with its vast distances, its immense territories, its endless problems and its infinite variety of races and languages, was becoming too great a burden for a small island like ours ever to govern efficiently and develop adequately without more definite assistance from the Dominions. It was for that reason that many of us shrank from adding any of even the German colonies in Africa to our gigantic domain. But America refused to take any African mandates."

Perhaps the most impressive items in Mr. Lloyd George's commentary on Germany's colonies are his quotations from German statesmen and publicists who, during the war, openly proclaimed the use to which they intended to put them. "Their ambition," he says, "was to found a black empire in Africa extending across that continent," and larger than the whole of India, with a population of 30,000,000. . . It was the avowed purpose of Germany's policy to use this huge African territory for strategic purposes, inimical—and in certain contingencies possibly fatal—to the interests of both the British and the French empires. . . Great stress is laid on the fact that this German Central Africa will completely dominate the strategy of the Indian and Atlantic oceans, and will cut British land-power in Africa in two." Looking to the prospect as it presents itself to-day, Mr. Lloyd George adds: "If von Lettow could accomplish so much with a few thousand black troops led by a commander of genius, what could be achieved by a vast negro army of 1,000,000 men? No reconsideration of mandates is conceiv-

I,000,000 men? No reconsideration of mandates is conceivable except under conditions and guarantees which would make it impossible for Germany to convert her hold on an African colony into a formidable military, naval or aerial menace to her neighbours." Much virtue in "except"! r,000,000 men? reconsideration

I have emphasised, because of their topicality, only two of the manifold probof the manifold prob-lems with which the Peace Treaties had to deal. Mr. I.loyd George's volume, of course, covers a far wider range. Especi-ally revealing are his "personal sketches" of lead-ing figures at the sketches" of lead-ing figures at the Conference. Presi-dent Wilson and Colonel House have a chapter to them-selves, in which Clemenceau is also Clemenceau is also prominent. Another chapter portrays Poincaré (" a fussy little man"), Orlando and Sonnino; Botha, Smuts and Milner; and Lord North-Continued on page 804.

#### THE FALL OF CANTON-ABANDONED TO JAPAN A BLAZING RUIN.



SHOWING THE GREAT BRIDGE ACROSS THE PEARL RIVER THAT WAS BLOWN-UP BY THE RETREATING CHINESE; AN AIR VIEW OF CANTON, SOUTH CHINA'S GREATEST CITY, RECENTLY CAPTURED. (Central Press.)



OCCUPIED BY THE JAPANESE, BUT IN A STATE OF DEVASTATION FROM FIRES STARTED BY THE DEFENDERS AND SPREAD BY INFLAMMABLE BAMBOO BOMB-NETS ON THE TOPS OF BUILDINGS: CANTON—THE MODERN RIVER FRONTAGE.



THE FOREIGN SETTLEMENT, WHERE MANY BUILDINGS WERE DAMAGED BY CONCUSSION FROM EXPLOSIONS (CAUSED BY THE CHINESE FIRES IN CANTON), AND PART OF THE BRITISH CONCESSION HAD TO BE EVACUATED: SHAMEEN—AN AIR VIEW SHOWING BRITISH AND OTHER GUNBOATS FROM WHICH MEN WERE LANDED. (Central Press.)



SHOWING THE NEW ASIA HOTEL, ONE OF MANY LARGE BUILDINGS DESTROYED IN THE FIRES STARTED BY THE CHINESE BEFORE THEY ABANDONED THE CITY:
A VIEW OF THE WEST BUND, CANTON.

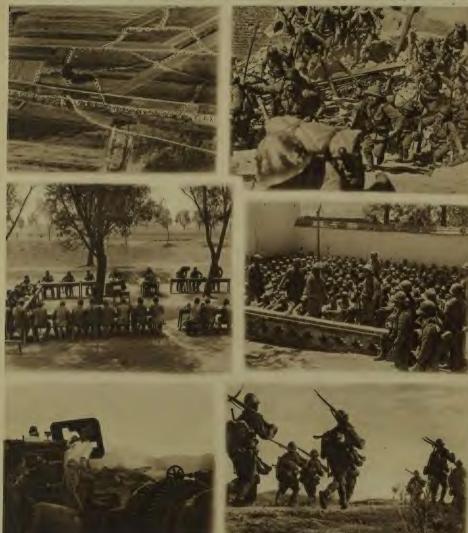
Japanese troops in South China entered Canton on October 21. The Chinese forces had abandoned the city, after blowing-up the great Pearl River bridge, built by British engineers at a cost of £425,000, and setting fire to many buildings. The roar of the explosion, when the bridge was dynamited, gave the first intimation of disaster to the Chinese populace, so far kept in ignorance of the Japanese advance by strict censorship of news. The electricity plant, cement works, military barracks, and provincial and municipal buildings were also destroyed. In Shameen, the Foreign Settlement, the authorities of the British



DYNAMITED BY CANTON'S RETREATING CARRISON—THE ROAR OF THE EXPLOSION BEING THE FIRST INTIMATION TO THE PEOPLE OF DISASTER TO THE CITY: THE BRITISH-BUILT PEARL RIVER BRIDGE THAT COST £425,000.

and French Concessions landed sailors from gunboats to man trenches and "pill-boxes" in case of an attempted rush by Chinese crowds. The fires in Canton spread rapidly, owing largely to inflammable bamboo bomb-nets over buildings, and whole districts were destroyed. On the 23rd the flames reached two huge ammunition dumps, and the city was rocked by terrific explosions. Débris fell in Shameen, half a mile away. Twenty buildings in the Foreign Settlement, including the oldest English church in China, Christ Church, were severely damaged and the western area of the British Concession was evacuated.

#### VIGNETTES OF THE JAPANESE ADVANCE ON HANKOW: LAND

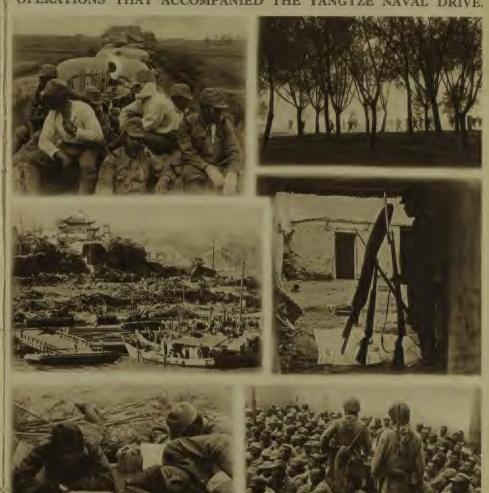


THE EXTENSIVE FIVE-MONTHS' CAMPAIGN WAGED BY JAPAN TO CAPTURE HANKOW: PHASES OF THE LAND OPERATIONS, SHOWING HOW THE MEN FOUGHT AND RESTED, HOW THEY MOVED, BY RAIL,

The Japanese advance on Hangkow began in June and lasted the best part of five months. The Japanese were led to undertake the enormous task of capturing Hankow by advancing up the Yangtee when their attempt to get at the city from the north was folied on the Yellow River. It will be recalled the city from the sector brought their progress to a standstill. The advance up the Yangtee began in June. There was severe fighting at Matung, 250 miles below Hankow, at the end of that month. At the beginning of July the Japanese announced the capture of Hukow, which provided them with a base for attacking Kiukiang. Kiukiang, the hig port about 200 miles below Hankow.

fell to them at the end of July. After this had happened the advance slowed dowd, if it did not come to a standatili. The reasons were floods on the river, the tense situation in Manchukoo, following the Changkuleng incident, and stiffening Chinese resistance. A Japanese advance southwards on Nanchang, capital of Kiangsi, was abandoned. But the Japanese efforts were resumed later in August. The General Staff, it was said, then expected that Hankow would fall in a month. The Japanese have been to a large degree dependent on the Yangtee River in their advance—on the heavy guns of their warships for breaking Chinese resistance, and on water transport for their supplies. At

#### OPERATIONS THAT ACCOMPANIED THE YANGTZE NAVAL DRIVE.

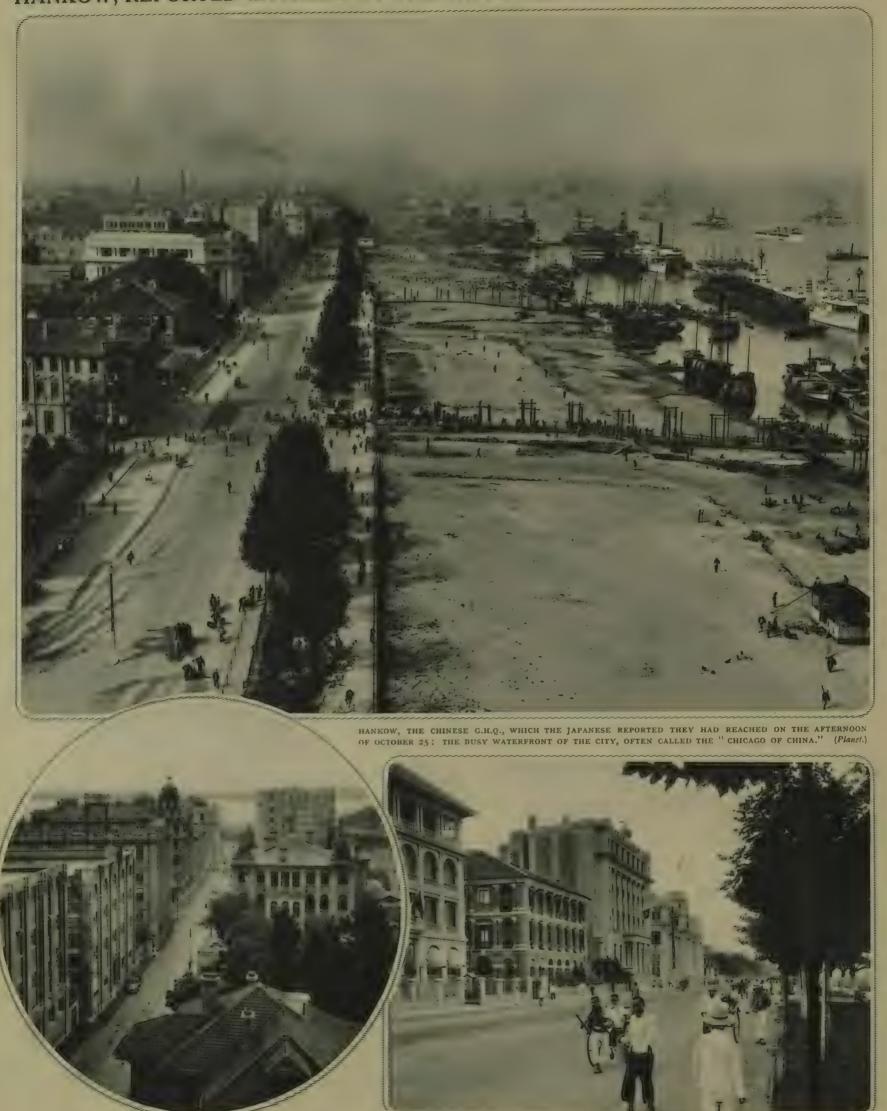


WHICH TOOK PLACE ON A HUGE SEMI-CIRCLE FROM SINYANG. IN THE NORTH, TO TEIAN AND YANGSIN, IN THE SOUTH, AND OVER TRACKS, ABANDONED CHINESE DEFENCES; AND CHINESE PRISONERS.

great risk, the Japanese warships moved up river far ahead of their military supports: in this way they were able to bring about the fall of the key town of Wusseh in September. This was undoubtedly a serious blow to the defence of Hankow. At the same time, the Japanese northern wing was carrying out a drive for the Hankow-Reking Railway, which they simed at cutting at Sinyang, about 100 miles north of Hankow. The advance of the naval forces on the Yangtze continued slowly. Kichow, some 130 miles below Hankow, apparently 50% about Outober 10, but Chinese batteries ten miles further up stopped epositions these. At this time the Japanese landed

In South China and began to advance on Canton, a move which scriously weakened the Chinese resistance round Hankow. On October 18 the Japanese captured Yangsin, about eighty miles to the S.E. of Hankow, and began an overland drive to cut the Hankow-Canton railway. The naval forces, still far ahead of land operations, attacked the Hwangshihkang defences (90 miles below Hankow) on October 19. As we go to press, the first Japanese troops are reported to have entered Hankow, while the main bodies are advancing on it in a wide semi-circle. General Chinag Kai-shek, who had previously had his headquarters at Hankow, and Mme. Chinag Kai-shek left by acreplane, it was believed for Chungking.

#### HANKOW, REPORTED ENTERED BY THE JAPANESE: THE "CHICAGO OF CHINA."



COMMERCIAL HANKOW: SOME OF THE HUGE WAREHOUSES IN WHICH THE WEALTH OF MANY GREAT FIRMS IS STORED, (G.P.A.)

A SPACIOUS WESTERNISED CITY: THE BROAD BUND LINED WITH THE BUILDINGS OF BIG BUSINESS HOUSES. (G.P.A.)

According to a Japanese joint Army and Navy communiqué published as we go to press, Hankow was partly occupied by Japanese forces on the afternoon of October 25. The Chinese military authorities had decided not to defend the city, which had previously been their headquarters. Earlier reports had described the demolition measures prepared by the Chinese. Charges were laid under all public utility concerns, Japanese-owned buildings and strategic centres, including the great arsenal and the steel works at Hanyang. The Hankow area, better known in

China as the Wuhan area, comprises the cities of Hankow, Wuchang and Hanyang, situated at the confluence of the Yangtze and Han Rivers, 600 miles from the coast. Owing to its central position, railways, and huge trade, Hankow has been described as the "Chicago of China." The name of Wuchang signifies in Chinese "Military Good Luck"—so that its loss will be a bad omen. The ancient city of Hanyang is now best known for the arsenal, the steelworks, naval yards, and the military airfield. Much important plant has, however, already been moved.

#### ITALIAN LEGIONARIES RETURN FROM SPAIN.



THE RETURN OF TEN THOUSAND ITALIAN LEGIONARIES FROM SPAIN: THE KHAKI-CLAD VOLUNTEERS MARCHING PAST THE KING, WHO TOOK THE SALUTE IN ONE OF THE MAIN STREETS OF NAPLES. (Associated Press.)



KING VICTOR EMMANUEL REVIEWS ITALIAN VOLUNTEERS WHO HAVE BEEN FIGHTING IN SPAIN; HIS MAJESTY INSPECTING THE RANKS AFTER THE LEGIONARIES HAD DISEMBARKED FROM THE TRANSPORTS WHICH BROUGHT THEM TO NAPLES. (Keystone.)

The recent recall of ten thousand Italian Legionaries from Spain has been regarded in some quarters as the first step towards the ratification of the Anglo-Italian Pact. The Legionaries left Cadiz on October 16, with their artillery and engineers, in four transports, and were escorted by three Italian cruisers and eight destroyers. Generals Bergonzoli and Francisci, commanders of the Littorio and March 23 Divisions, sailed with them in order to present them to King Victor Emmanuel on their arrival at Naples. Before embarking, the volunteers marched past a group of military and civil authorities and were addressed by two of the Nationalist Generals, Millan Astray and Queipo de Llano. The transports arrived at Naples on October 20 and were given a warm welcome, being saluted by ships' sirens while aeroplanes flew overhead in formation. On leaving the ships, the khaki-clad Legionaries were drawn up in two divisions on the quay and their ranks were inspected by the King Later his Majesty took the salute from a stand erected in one of the main streets as the volunteers marched past on their way to the Piazza Garibaldi, where they were permitted to break ranks to receive the welcome of their families.

#### THE "QUEEN MARY" DOCKS WITHOUT ASSISTANCE.

When the "Queen Mary" arrived at New York on October 18 it was found that, owing to a strike of tugboat workers, no assistance would be available in docking her. Her captain, Commodore R. B. Irving, decided to dock the liner under her own steam, although the berth into which she had to be manœuvred is only 500 ft. wide. The operation, which involved considerable risk, was carried ou with fine seamanship. With the aid of only a rowing-boat and a small motor-boat to pick up he fore and aft mooring hawsers, the "Queen Mary" was brought safely alongside the quay and made fast by a docking crew. Describing the event later, Commodore Irving said: "Fortunately, the tide was just right and there was no wind. It took exactly the same time to dock her as it did wit twelve tugs last time we arrived at New York—34 minutes. I would not like to do it often." The \$1,235-ton "Queen Mary" had 1600 passengers aboard. On the following day the liner sailed am was again manœuvred from her berth into the Hudson River without tugs; a feat taking exactly sixteen minutes. A strong wind was blowing and, although the ship seemed to swing towards the New Lersey shope she was kept under perfect control.



THE "QUEEN MARY" DOCKS AT NEW YORK WITHOUT THE AID OF TUGS, OWING TO A STRIKE: THE VAST LINER ENTERING HER BERTH WHILE A ROWING-BOAT PICKS UP HER FORWARD MOORING LINES. (Wide World.)



CONGRATULATED ON A SPLENDID FEAT OF SEAMANSHIP: COMMODORE ROBERT B. IRVING, WHO DOCKED THE "QUEEN MARY" UNAIDED BY TUGS, WITH MR. JOHN GAMMIE, ASSISTANT. GENERAL MANAGER OF THE CUNARD WHITE STAR LINE. (Associated Press.)



#### MUSICAL FARE. MIXED

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#### "THE OXFORD COMPANION TO MUSIC": By PERCY A. SCHOLES.\*

An Appreciation by SIR JOHN SQUIRE.

REVIEWING an encyclopædia is rather a different job than reviewing an ordinary book. When I am reviewing an ordinary book, I begin at the first page, proceed steadily to the end, and make my notes as I go Mechanically, having read the diligent preface, I tried to do that with this book. But it began

like this:

A (It.) A (Fr.). 'At,' 'by,' 'for,' 'with,' 'in,' 'to,'
'in the manner of,' etc. A large number of expressions



"MOZART AT THE BILLIARD TABLE"; BY BATT. Ball games, particularly billiards and bowls, were greatly to Mozart's liking. There is little doubt that he pursued these games not merely for their own sake, but because he found in the movement and control of a rolling ball a congenial accompaniment to the movement within his own productive mind. Moreover, he was fond of playing billiards alone, keeping his note-book handy.

beginning with A or A will be found scattered through this book, generally alphabetically placed according to their principal word.

their principal word.

"A 2" has two opposite meanings, according to the musical context. If applied to two instruments that normally play separate parts (e.g., the 2 oboes of the ordinary orchestral score) it means they are now temporarily to play in unison. On the other hand, if applied to a set of instruments that normally play in unison (e.g., the first violins), it means that they are now temporarily to divide into two bodies playing from the two parts provided for them for them.

"A-439" and similar formulæ. See 'Pitch 8.'"
Well, thought I, this information may be, and doubtless quite correct. Lower down the column I came upon quite correct.

Dynamics" had got me stuck in the "Encyclopædia Britannica," and something would certainly hold me up here. So I took, turning the pages casually over, the two tests which should be applied to a reference book, namely (a) are the to a reference book, namely (a) are the facts I want here; and (b) is there sufficient extran cous matter and personality in the volume to make it worth one's while to pick it up at any moment and merely "dip"?

It easily passed

merely "dip"?

It easily passed
both tests. Even
in eleven hundred pages of close print not all the
needed information about music could be given; I miss.
e.g., any reference to the names of any of Purcell's
operatic works, except "Dido and Aëneas." which has
an entry to itself. Although there is a long disquisition
on Colour-Organs, I miss any reference to the Rev.
Mr. Haweis, in whose "Music and Morals" (popular

Again I opened the pages Again I opened the pages at random, and found, under "Prima Donna," extremely funny parallel passages in which Tetrazzini and the Duke of Plaza Toro complain about the inadequacy of their receptions when visiting foreign parts—no mayors, no guns, no illuminations.

Thence went my thumb to the page on which Poulenc appears, and I found the urbane comment: "His musical

D'YE KEN JOHN PEEL":

CALDBECK (1776-1854).

with our grandfathers at the same time as Henry Drummond's "Natural Law in the Spiritual World"), these instruments were foreshadowed. But almost every-thing I looked up was there, and there was a good deal

thing I looked up was there, and there was a good deal of fun as well.

The type of reference book pure and simple is, I suppose, the railway time-table. It has never occurred, and perhaps should not occur, to the persons who draw up that sort of thing, to lighten their information with such notes as: "By this train a great many extraordinary people usually travel"; "In this train the three-card trick has often been played"; or "In October the long sunset shadows (weather permitting) can best be seen from this train." "Who's Who" is already on the up-grade; the editorial pruning is not severe, and individuals are allowed to contribute their little quota of vanity and eccentricity which make the book a bedside book, even when one doesn't want to look up any Sir John Smith in particular. Our present encyclopædia is admirable in this regard; open it anywhere, and go on reading, and before long you will come across something unexpected.

I took the "Sortes." I looked up

unexpected.

I took the "Sortes." I looked up
"Programme Music," which I have
always detested, and I found that the
broad-minded editor had put in this,
regarding "Suggestive Music": "Obviously, in this

kind of music (as, indeed, in m u c h pro-gramme music proper), the listener would rarely guess the actual literary idea of the music if the title were not there to tell him. Francesco Berger (1834-1933) once wrote a pianoforte piece and piece and in-vited three brother com-posers to hear it and tell him

what it 'meant.'
'meanings' sugge what it 'meant.' The 'meanings' suggested (according to him, quite seriously) were (1) Daybreak as seen from the lowest gallery of a Welsh coal-mine; (2) 'A bear-hunt in Pussia'. boar-hunt in Russia';
(3) 'An enamoured
couple whispering lovevows.' And the intention
of the composer had been of the comp musically to illustrate. "The discovering by Pharaoh's daughter of the infant Moses in the training was, from various causes (including the War), neither regular nor prolonged, and there is a certain crudity in his processes that may be a temporary impediment to fully effective expression." My next turning took me to Bruckner, whom, like Mahler, I admire, but find myself in a minority. The book says of him that: "He has now a considerable reputation in Germany and Austria, and not much elsewhere, though some say the advent of a general Bruckner cult is to be expected."

And then I thought: I won't take chances any more. And then I thought: I won't take chances any more;

And then I thought: I won't take chances any more; I shall merely look up things I care about. I looked up John of Dunstable, the friend of Henry VI., who built Eton and King's, and author of a great mass of music which still reposes in Austrian and Tyrolese monastic libraries; he was mentioned, but not to the extent of his stature. I then looked up Stephen C. Foster, and found that of all his songs, only "My Old Kentucky Home" and



"HAYDN AND HIS SUMMER-HOUSE"; BY BATT.

A summer-house was provided for Haydn's use at the country estate of Eisenstadt, where the earlier part of his period of service with the Esterhazy family was spent, and it was in this that he worked for much of his time and wrote many of his earlier compositions.

"Swanee Ribber" were mentioned, and not all those other things. I then closed the book and recalled a midnight in Kentucky, nearly twenty years ago, when I was staying with the late Judge Bingham (since then U.S. Ambassador to Great Britain), and, when I went to bed late, under a full moon, I opened the window, and there came, wafted in from far away, either by order or otherwise, the strains of "The Moon Shines Bright on My Old Kentucky Home," and I thought to myself: "Schubert would have liked that"—but I don't think he would have liked most of the "educated" music which I have to listen to now.

Ever so many things are in this head.

Ever so many things are in this book which one wouldn't expect to find. For example, there is an entry about Johann Schobert (1720-1767). "His works are no longer heard, but we still profit by his labours, since as harpsichordist and composer he exercises influence

upon the development of the art in the Haydn-Mozart period. He died of eating toadstools, and with him his whole house-hold."

hold."

It arouses in me a curiosity; one can hear Wagner anywhere, but one would like to hear what this Schobert was like. Other things Schobert was like. Other things continue, although Mr. Percy Scholes does not mention them. When next he goes out for a walk with his very comprehensive book under his arm and hears very comprehensive book under his arm and hears "The Lost Chord" being

played on a cornet in the street, he will look it up in

ain.
A magnificent book, all the same, and full of pictures.



"BACH EXTEMPORISES"; BY BATT.

During his lifetime, Bach's unique powers as an organist won for him a great reputation. As might be expected, this reputation brought him many invitations to test new organs or advise on new ones. If the instrument pleased him, he would extemporise at length on a theme, ending with an elaborate fugue, and thus show off the full resources of the instrument. (Reproductions from "The Oxford Companion to Music" by Courtesy of the Artist and the Author, and of the Publishers, The Oxford University Press.)

• "The Oxford Companion to Music." Self-Indexed and with a Pronouncing Glossary. By Percy A. Scholes, Dr. ès Lettres, B.Mus., F.S.A. Illustrated. (Oxford University Press; 215.)



"BEETHOVEN NEARS THE END"; BY BATT.

In this illustration in "The Oxford Companion to Music," Beethoven is seen in his workroom in the old Schwarzspanierhaus. Behind him stands his Graf piano, wrecked by his frantic efforts to hear his own playing. Among the litter on the table are his ear-trumpets, his conversation-books, coins, letters, and a broken coffee-cup.

#### PERSONALITIES AND OCCASIONS OF NOTE: PEOPLE IN THE PUBLIC EYE.



MAJOR J. H. BEITH.

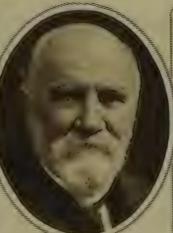
Better known as "Ian Hay." Has been appointed successor to the late Major-General Dawnay as Public Relations Officer at the War Office. Author of "The First Hundred Thousand 'K. (1)" and. more recently, "The King's Service"; besides many novels and plays.



SIR ARCHIBALD SINCLAIR.
Leader of the Liberal Opposition.
Elected Rector of Glasgow University, on October 22, in succession to the late Canon H. R. L. Sheppard.
The Pacifist candidate, Mr. Laurence Housman, was at the bottom of the poll. Sir Archibald had a big majority in all four divisions.



LORD DARESBURY.
Famous sportsman and patron of farming and stock-breeding. Died on October 24; aged seventy-one. Was Hon. Director of the Royal Agricultural Society from 1906 to 1930 and was twice President. He was Master of the Belvoir from 1896 to 1912. Was Sheriff of Cheshire in 1907.



SIR JOHN GRIFFITH.

A veteran engineer and Assistant (later Chief) Engineer to the Dublin Port and Docks Board for forty-two years (1871-1913). Died on October 21; aged ninety. Was a Senator, Irish Free State, from 1922 to 1936. Vice - President, Royal Dublin Society, 1922.



SIR E. WYLDBORE-SMITH.
Director of the International Commission for the purchase of Suprlies for the Allies, 1914-19. Died on October 18; aged sixty-one. Was Chairman of Thos. Cook and Son; Vice-President of the International Sleeping Car Company, and a Director of the Suez Canal Company.



HOLDER OF A NEW ALTITUDE RECORD FOR AEROPLANES:
LIEUT.-COLONEL MARIO PEZZI.

On October 22, Lieut. Colonel Mario Pezzi, commanding the High Flight Section of the Italian Air Force, regained from Great Britain the world's record for altitude by aeroplanes. Using a Caproni biplane with a sealed cabin, and a specially constructed Piaggio engine. Lieut. Colonel Pezzi reached a height of 56,017 ft., thus beating the previous record of 53,937 ft. established by the late Squadron Leader M. J. Adam in June 1937.



THE PRETENDER TO THE THRONE OF FRANCE DENOUNCES THE MUNICH PACT: THE COMTE DE PARIS READING A DECLARATION OF HIS POLICY DURING HIS SECRET VISIT TO FRANCE,

SECRET VISIT TO FRANCE.

The Comte de Paris, Pretender to the Throne of France, who is living in exile in Belgium, flew in secret to a château near Paris on October 21 and read to journalists a declaration of his policy. He returned to Belgium by air before his presence was known to the authorities. Referring to the Munich Pact, the Comte de Paris called it "a humiliation without precedent in our history" and suggested that the unity of all Frenchmen could only be achieved by a return of the monarchy, as France's "pseudo-Parliamentarianism" was incapable of saving the country from the dangers that face it.



LEAVING THE HOUSE OF LORDS AFTER THE CEREMONY OF SWEARING-IN: MR. W. N. STABLE, THE NEWLY APPOINTED JUDGE, AND (RIGHT) MR. JUSTICE DU PARCQ, THE NEW LORD JUSTICE.

Following on the resignation of Sir Frederick Arthur Greer as a Lord Justice of Appeal, it was announced on October 23 that Mr. Justice du Parcq had been appointed a Lord Justice of Appeal, and that Mr. Wintringham N. Stable had been appointed a Justice of the High Court of Justice, King's Bench Division. Mr. du Parcq has been a Judge of the High Court since 1932. He was a member of the Home Office Committee on Persistent Offenders in 1931. Mr. Stable was called to the Bar by the Middle Temple in 1913 and took silk in 1935.



THE DEATH OF A FAMOUS SCIENTIST AND DISTINGUISHED EGYPTOLOGIST: THE LATE SIR ROBERT MOND.

Sir Robert Mond, who was distinguished for his research in pure and applied chemistry and for his work as an Egyptologist, died on October 22; aged seventy-one. He was Hon. Secretary to the Dayy-Faraday Research Laboratory of the Royal Institution and a Past President of the Faraday Society. In 1907, he founded the Infants' Hospital in Westminster, and his benefactions were numerous.

#### JERUSALEM, WHERE BRITISH TROOPS RESTORED ORDER: THE LABYRINTHINE WALLED CITY—A PERPETUAL POLICE PROBLEM.

BUKHARIYAH QUARTER

THE OLD WALLED CITY OF JERUSALEM: A BIRD'S-EYE VIEW LOOKING NORTH-EAST, SHOWING, ON THE RIGHT, THE HARAM-ESH-SHERIF, THE SACRED AREA TO WHICH TERRORISTS ARE BELIEVED TO HAVE ESCAPED.

Elsewhere in this issue, we devote a number of pages to illustrating the fine work of the British regiments and the police forces who, in virtually a single day, restored order in the walled city of Jerusalem. Here we give a double-page bird-seys view of the city which enables an idea to be formed of the very difficult task which confronted the authorities in "cleaning-up" the Old City. The following details are drawn from a description given by

a correspondent of "The Times." "The Old City of Jerusalem," he writes, 
"Is not very large. The whole of it could be put down in Regent's Park 
and there would be enough of the park left uncovered to provide a setting 
for its walls. The wall varies in height from about 12 ft. on the slope to 
the west of the Dung Gate to over 30 ft. in some parts on the north front 
and near the citadel. The outer walls of the Haram-esh-Sherif. the former

Temple Area, are in places nearly 20 ft, high on the outside. The Old City is divided into its four quarters. To the north of Temple Street and east of Damaseus Gate Street is the Moslem quarter, which abuts on half the weatern wall of the Harament-Sherif and on the whole of the Northern Wall. (It was in the Moslem quarter that a police station was burnt on October 17.) The preserve part of the Old City is crowded with a warren of buildines and

narrow streets. Wheeled traffic is possible and permitted on about 200 yasted of street just inside the Jaffa Gate leading round to the gate of the Clushet. Many of the streets are so narrow that it is difficult to pass a loaded camel or donkey." It should be pointed out that our arist has somewhat emphasised the lines of the streets in the Old City for clearness sake, and, in point of fact, their course is even more tortiques and irregular than appears here.

ALL THAT APPEARS ON THE SURFACE ABOVE AN UNDERGROUND FORTRESS: A CONCRETE CAP, WIRED FOR FIXING CAMOUFLAGE, OVER A GUN POSITION.



HOW FRESH AIR REACHES UNDERGROUND FORTS: ONE OF MANY METAL VENTILATORS, SEVERAL OF WHICH MIGHT BE HIT BY SHELLS WITHOUT STOPPING THE FLOW OF AIR.



IN THE POWER-CONTROL STATION OF AN UNDERGROUND FORT: AN ELECTRICIAN BESIDE A COMPLICATED BATTERY OF SWITCHES FOR LIGHT, POWER, AND VENTILATION.

Although we have several times before illustrated (mainly in diagrammatic form) the methods of underground fortification adopted in the famous Maginot Line, by which France defends her castern frontier, few actual photographs such as those here presented have hitherto been available. Their origin is such as those here presented have hitherto been available. Their origin is considered to the second of the

#### THE MAGINOT LINE: REMARKABLE PHOTOGRAPHS OF UNDERGROUND FORTIFICATIONS ON



POINTING EASTWARD TOWARDS GERMANY: GUNS, WHICH CAN BE RAISED OR LOWERED. IN REVOLVING TURRETS; SHOWING PORT-HOLES FOR OBSERVERS.



AT THE BACK OF A FORT ON THE MAGINOT LINE; GROUND COVERED WITH BARBED-WIRE ENTANGLEMENTS TO CHECK AN INFANTRY ATTACK FROM THE REAR.



INDICATING THE GREAT DEPTH OF THE SUBTERRANEAN FORTS ON THE MAGINOT LINE: A VIEW LOOKING UP FROM A LOWER LEVEL TOWARDS SIX LEVELS ABOVE.

imitator of all is Germany, which has now tried to checkmate the Maginot Line by fortifications on the German side." (See the succeeding page in this number.) The essential points of the French system, which was carried out on a gigantic scale, are as follows: a line of fortified casemates giving each French KNP Fine is not "Macor of Turn". Steps, Estrator "Issues.

#### ILLUSTRATING THE VAST DEFENCE SYSTEM THE EASTERN FRONTIER OF FRANCE.



WITH A BELT OF TREES BEHIND RENDERING THEM DIFFICULT FOR HOSTILE OBSERVERS
TO DETECT: GUNS OF A SUBTERRANEAN FORT ON THE MAGINOT LINE.



A SO-CALLED "ASPARAGUS" BED FOR IMPEDING THE ADVANCE OF ENEMY TANKS:



SHOWING THE MESS-TABLES (SEE NEXT PHOTOGRAPH) FOLDED AND LATCHED AGAINST THE WALL (LEFT): AN UNDERGROUND FORT CORRIDOR, WITH A SENTRY ON DUTY.

other mutual protection by cross-fire, and interconnected by underground galleries safe from bombardment. All the key positions, normally vulnerable to aerial and other attack, are burded underground, such as living-quarters, magazines, stores, power-stations, and control posts. Measures have been taken to permit Ten MacKHOEL TANS, SORTINY TO REPRESENTED ON THE CHEMA SCREEN.



SUGGESTING A ROW OF PREHISTORIC TUMULI: CONCRETE CAPS OVER GUN-POSITIONS ON THE MACINOT LINE; SHOWING (LEFT) THE MUZZLE OF A BIG MORTAR.



A CONCRETE "PILL-BOX" WITH A NUMBER OF SLITS FOR MACHINE-GUNS: A TYPICAL STRONG POST ON THE SURFACE TO CHECK INFANTRY ATTACKS.



WHERE DINNER, WITH WINE, IS SERVED ON FOLDING METAL TABLES AFTERWARDS LATCHED TO THE WALL (SEE ADJOINING PHOTOGRAPH): MEN ARRIVING FOR A MEAL.

of a sudden concentration of troops, and to allow the whole frontier to be completely closed, within a few hours. The positions have best andered so strong that any known form of attack would have the atmost endered so the contract of the contract of the contract of the contract of which we gave illustrative diagrams in our issue of September 17 last. In this connection we then noted: "The so-called 'asparagus' beds consist of steel rails driven into the ground with their points upwards and at different heights, to impede enemy tanks, cause them to see-saw, and tear off their caterpillar tracks. Meanwhile, anti-tank guns, placed at ground-level, can fix direct into the tank's vital parts. Regarding the fortresses constructed in the case of the contract of

#### THE SIEGFRIED LINE: GERMANY'S NEW FORTIFICATIONS CONSTRUCTED IN REPLY TO THE FRENCH MAGINOT LINE.

PHOTOGRAPHS BY ASSOCIATED PRESS.





CAMOUFLAGING A MACHINE-GUN POST (VISIBLE THROUGH THE FOLIAGE ON THE RIGHT): GERMAN SOLDIERS AT WORK PLANTING TREES AND BUSHES TO ACT AS A SCREEN.

AN ADVANCED MACHINE-GUN NEST IN THE CENTER OF ANTITANK BARRIERS: PART OF THE NEW DEFENCE SYSTEM ON THE WESTERN FRONTIER OF GERMANY.

RESH light was thrown on the new German fortifications, to which Herr Hitler referred in some of his recent speeches, by a full description of them published on October 24 in the "Angriff," the Berlin newspaper founded by Dr. Goebbels, Reich Minister of Propaganda. According to this account, there is in front "a line of steel and concrete pyramids, running like a road over hills and down vallers from the western frontier, while further back is "a secondary line of ferro-concrete forts, largely sunk in the ground and practically invisible to the naked eye." The pyramids, which are arranged in connected sets, are designed to obstruct [Continued below.





GERMAN MAINING-DUNNERS, CARRYING PARTS OF THEIR GUNS, EMPRGING FROM A DEEP CONCRETE DUG-OUT: AN INCIDENT DURING TRIAL OPERATIONS CONDUCTED A FEW DAYS AGO.

tanks, and are believed to be quite Impassable. Behind them lie chain after chain of machine gun nests. The German Command, it is said, does not favour an entirely underground system like the French. Great importance is attached to camouflage, and bushes have been planted to screen forts and gunpositions. The "Angriff" writer says that such precautions are necessary, as observers in the Maginot Line command an extensive view into German territory.



INSIDE A CONCRETE MACHINE-GUN POST IN THE NEW SYSTEM OF GERMAN FRONTIER FORTIFICATIONS: A GROUP OF GERMAN MACHINE-GUNNERS ON DUTY,

#### THE DUCHESS OF KENT AT HISTORIC BATH.



INSPECTING A GUARD OF HONOUR MOUNTED BY THE 4TH BATTALION, THE SOMERSET LIGHT INFANTRY: H.R.H. THE DUCHESS OF KENT ON HER ARRIVAL AT BATH TO OPEN THE RESTORED ASSEMBLY ROOMS. (Sport and General.)



AT THE BALL IN THE ASSEMBLY ROOMS, THE FIRST FUNCTION THERE SINCE THEIR RESTORATION: AN EIGHTEENTH-CENTURY MINUET BEFORE THE DUCHESS OF KENT (SEEN SEATED, ON THE RIGHT, NEXT TO THE MAYOR). (Topical.)



IN BATH'S ASSEMBLY ROOMS: (LEFT TO RIGHT) MRS. ADRIAN HOPKINS, MAYORESS OF BATH; THE MARQUESS OF BATH; THE DUCHESS OF KENT; CAPT. ADRIAN HOPKINS, MAYOR OF BATH; AND THE DUCHESS OF BEAUFORT. (Keystone.)

The Duchess of Kent formally opened, on October 19, the Bath Assembly Rooms, once a favourite resort of eighteenth-century society under the sway of Beau Nash, and now, after a period of neglect, restored to their ancient glory at a cost of over £30,000. The Duchess congratulated the city on restoring "these beautiful rooms which have seen so much history and are famous throughout the world." On the previous evening she had attended a ball in the Rooms in aid of the Bath Royal National Hospital for Rheumatic Diseases, formerly the Mineral Water Hospital supported by Beau Nash. As President of the hospital, the Duchess received purses containing £2000. An anonymous benefactor bought the Assembly Rooms and presented the building to the National Trust, which leased it to the city at a nominal rent of £1 per annum conditional on restoration. On receiving the lease from Lord Ullswater (representing the Trust), the Mayor handed him, as the first year's rent, a 1938 sovereign in an antique patch-box with a view of the Assembly Rooms on the lid. The box was presented by Lord Ullswater to the Duchess of Kent as a souvenir of the occasion.

#### THE DUKE OF KENT AND OUR NAVAL HISTORY.

As patron of the Navy Records Society, the Duke of Kent on October 21 (Trafalgar Day) presided at its meeting in Fishmongers' Hall. He said that during thirty-five years since the Society's foundation it had published documents, previously unknown, throwing much light on the naval side of British history, and invaluable to students of the subject. Many of these documents had been found in the muniment rooms of country houses, where they had reposed unread for centuries, and, as the supply of such archives seemed unlimited, there was a great work still to be done. Funds for carrying on this important task came entirely from members' subscriptions, and many more members were needed. Professor G. M. Trevelyan, lecturing on Naval History and the Historian, recalled that in Queen Anne's time the seas were termed "the English Common." Naval history, he urged, should be written by sailors, such as Wahan and Admiral Richmond, or by landsmen who had made a lifelong study of the sea and seamanship, such as Corbett, Thursfield, Newbolt, Professor Callender, and James Williamson. (Photograph specially taken for "The Illustrated London News" by William Davis.)



ROYAL ENCOURAGEMENT TO THE STUDY OF BRITISH SEA POWER: THE DUKE OF KENT PRESIDING AT A MEETING OF THE NAVY RECORDS SOCIETY IN FISHMONGERS' HALL, WHILE PROFESSOR TREVELYAN (STANDING) DELIVERS A LECTURE ON NAVAL HISTORY.

#### A WINDOW ON THE WORLD: PICTORIAL NEWS FROM FAR AND NEAR.



THE NEW CITY HALL NORWICH, WHICH THE KING, ACCOMPANIED BY THE QUEEN, IS TO OPEN: A VERY DISTINGUISHED EXAMPLE OF MODERN ENGLISH CIVIC ARCHITECTURE. His Majesty the King, accompanied by the Queen, arranged to open the new City Hall at Norwich to-day (October 29). The hall, whose design is very distinctive, and somewhat suggestive of Scandinavian styles, has taken three years to complete. Well-known sculptors have worked for the decorations. There are two bronze lions, by Mr. Alfred Hardiman, A.R.A., flanking the front entrance; and plaques, by Mr. James Woodford, A.R.A., on the main doors.



AN OUTSTANDING EXAMPLE OF PUBLIC ARCHITECTURE AT CARDIFF: THE NEW HALL OF THE NATIONS, WHICH WILL BE OPENED NEXT MONTH.

It is planned to open the New Hall of the Nations at the Civic Centre of Cardiff in the course of next month. The Hall, which is the gift of Lord Davies, stands on a site presented by the Cardiff City Council. The new building is intended to symbolise the devotion of the people of Wales to the causes of national health and international justice. It has been designed by Mr. Percy Thomas, F.R.I.B.A. (L.N.A.)



"SPINAL" AUTOSTRADA MOTOR ROAD FOR CZECHOSLOVAKIA?—THE PROJECT SET FORTII ON A BIG HOARDING AT THE BATA WORKS AT ZLIN.

new autostrada, or motor road, is claimed by many people in Czechoslovakia to be an economic d strategic necessity for their diminished State. M. Bata, the Czech shoe magnate, has interested mself in the scheme, and the Bata concern have constructed a ten-mile stretch of the road tween Zlin and Bata, their model factory towns. The map shows the road as a link on a route from Frankfurt to Odessa. (Wide World.)



WHEN AIR LINERS ARE SO BIG THAT THEY REQUIRE A GANTRY FOR INSPECTION WORK: THE NEW MOBILE "GIG" BESIDE THE "ENSIGN" AT CROYDON.

So big are the latest air liners that Croydon Air Port has had to be equipped with a special mobile inspection gantry to give mechanics a platform from which to inspect motors. This platform is known on the aerodrome as the "gig." The men standing beside it in the photograph give some idea of its size. (Fox.)



EGYPT PARADES HER NEW MECHANISED MEDIUM ARTILLERY IN A RECRUITING DRIVE: SIX-INCH HOWITZERS, DRAWN BY DRAGONS, ON THE ABDIN SQUARE DURING A RECENT DISPLAY IN CAIRO; WITH CAVALRY SEEN BEYOND. (Keystone.)



KING CAROL OF RUMANIA AND PRINCE MICHAEL, WHO ARE SHORTLY TO VISIT LONDON: A PHOTOGRAPH TAKEN DURING ARMY MANŒUVRES AT GALATZ; WITH PRINCE FREDERICK OF HOHENZOLLERN, WHO IS WEARING RUMANIAN UNIFORM. (Keystone.)



#### PERSONALITIES OF THE TUDOR AND STUART PERIODS: HISTORICAL PORTRAITS IN A NOTABLE EXHIBITION.

REPRODUCTIONS BY COURTESY OF MESSRS. LAGGATT BROS., 30, St. JAMES'S STREET, S.W.I.



"AN UNKNOWN WOMAN"—A PORTRAIT CONTAINED IN A RARE CONTEMPORARY NEEDLEWORKCASE.

(English School; sixteenth century. Painted on panel. Size: 103 in. by 73 in.)





"KING CHARLES I."; BY G. VAN HONTHORST (1590-1656).
(Painted on canvas. Size: 28 in. by 331 in.)
(From the Collection of the Marquess of Hertford, Ragley Hall,
Allecster.)



"HENRIETTA MARIA, CONSORT OF CHARLES I."; BY C. JANSSENS (1593-1664).
(Painted on canvas. Size: 30 in. by 25 in.)



"JAMES IL., WHEN DUKE OF YORK"; BY JOHN RILEY (1646-1691).
(Painted on canvas. Size; 30 in, by 25 in.)



"KING JAMES I. OF ENGLAND, AND VI. OF SCOTLAND";
BY GEORGE JAMESON (1586-1644).
(Painted on panel. Size: 45 in. by 31½ in.)
(From the Collection at Knowlton Court. Kent.)



of scotland"; "francis bacon, afterwards baron verulam and viscount (4)." st. albans"; attributed to paul van soomer. 31½ in.) (Painted on canvas. Size: 50 in. by 40 in.) (From the Collection of Alfred Morrison, Esq.)



"AN UNKNOWN WOMAN"—POSSIBLY MARGARET TUDOR, QUEEN OF. SCOTLAND (1489-1541).

(English School of the fifteenth century. Painted on panel Size: 381 in. by 28 in.)—[From the Collection at Ewart Park.]

An exhibition of considerable interest will open at Messrs. Leggatt Bros. Galleries, St. James's Street, on November 1. Entitled "English Historical Portraits, and Views of Windsor and Eton," the exhibits will include the notable portraits shown on this page. A few notes on these will be of interest. Lord Willoughby de Eresby, first Earl of Lindsey, was Admiral of the Fleet for the relief of La Rochelle and became Lord High Admiral of England in 1636. He died of wounds received

at Edgehill. His wife, Elizabeth, was a daughter of the first Lord Montagu of Boughton. Francis Bacon, afterwards Baron Verulam and Viscount St. Albans, was the son of Sir Nicholas Bacon, Keeper of the Great Seal to Queen Elizabeth, He became Solicitor-General in 1607 and Lord Chancellor in 1618. The portrait of an unknown woman—possibly Margaret Tudor, Queen of Scotland—is of considerable historical interest as an exceptionally early example of English portraiture.

#### THE CAMERA RECORDS EVENTS: PHOTOGRAPHS OF CURRENT NEWS.



BOMBED BY SIX JAPANESE AEROPLANES NEAR CHANGSHA: THE RIVER GUNBOAT II.M.S. "SANDPIPER," WHICH ONLY SUFFERED DAMAGE TO HER SUPERSTRUCTURE.

H.M.S. "Sandpiper," a river gunboat built by Thornycrofts and sent out to China in 1933, was bombed by six Japanese aeroplanes near Changsha on October 24. The "Sandpiper" is armed with one 37-in, howitzer, and nine smaller guns. Although there were no casualties, the vessel's superstructure, funnel and foredeck were riddled with bomb splinters.

The British Ambassador in Tokio has asked for an explanation of the attack, and an investigation has been promised.

John I. Thornycroft and Co.



APPEAR WITH THE NEW CAMPANILE. s announced recently that Signor Mussolini had approved rection of a campanile on the Cathedral Square at Milan. eight of the campanile will be 540 ft.—about 180 ft. higher the spire of the cathedral—and it is claimed that it will be highest in the world. It will be octagonal and Gothic in style. It is to be completed by 1942. (Keystone.)



AUCTIONING THE CATTLE AT THE DUKE OF WINDSOR'S RANCH AT PEKISKO, NEAR CALGARY:
BUYERS SURROUNDING THE SALE RING DURING THE SALE.

The herd of seventy Shorthorn cattle on the Duke of Windsor's famous 3000-acre "E.P." ranch, near Calgary, Alberta, was auctioned on September 30. The sale was attended by some five hundred American and Canadian cattlemen, many of whom had come considerable distances to be present.

One buyer flew 2000 miles to the ranch from Toronto. The herd was disposed of within six hours for £2000. The sire, Bapton Orator, fetched £100. The Duke of Windsor (then Prince of Wales) purchased the "E.P." ranch in 1919. (Topical.)



THE DECISION TO OPEN SPENSER'S GRAVE IN AN ENDEAVOUR
TO SETTLE THE SHAKESPEARE-BACON CONTROVERSY: THE
MONUMENT TO EDMUND SPENSER.

At the request of the Bacon Society, the grave of Edmund Spenser, which
is thought to be near his memorial (seen in the lower centre) in the Abbey
is to be opened in the hope that poems said to have been cast into the
tomb by his fellow-poets may include one by Shakespeare. If such is
found, it will be compared with the writing of Bacon to settle the long
dispute as to the author of the Shakespearen works. It is expected
that the grave, when found, will be opened in strict privacy during
January; 340 years after Spenser's death. (G.P.A.)



ORNAMENTAL RAILINGS, DESIGNED BY LUTYENS, BEING FITTED ROUND THE CENOTAPH.

INTERNS, BEING FITTED ROUND THE CENOTAPH.

In previous years somewhat unsightly wooden barriers have been placed round the Cenotaph on November. Il to keep back the crowds from those laying wreaths. A man who wishes to remain anonymous noticed them, and volunteered to pay for a more artistic barrier. The Office of Works accepted his ofter, and ornamental wrought-iron railings will be used this year. (C.P.)



TEEL HELMETS FOR CIVILIANS IN GERMANY: GIRLS WEARING THE NEW PROTECTION

HELMETS FOR CIVILIANS IN GERMANY: GIRLS WEARING THE NEW PROTECTION FROM SHELL-SPLINTERS RESULTING FROM AN AIR-RAID.

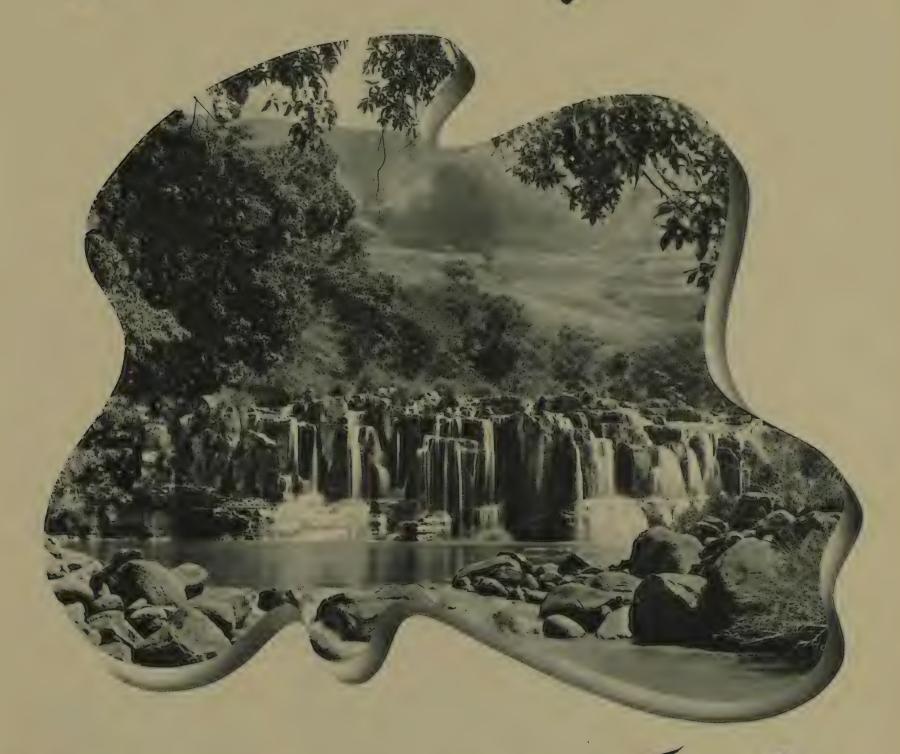
Iman Covernment recently decided to distribute a new type of steel helmet among the civit on, in order to lessen the risk of head-wounds from the splinters of shells fired by anti-aircraft the event of an air raid. The helmets, which are similar to those worn by the German Army, otection to the neck as well. They appear to be of light construction and properly ventilated increasing number of anti-aircraft guns makes this form of protection of great value. (Keystone.)



PREVENTING THE RISK OF SPREADING DISEASE BY AEROPLANE: A DEMONSTRATION OF IMPERIAL AIRWAYS' NEW SPRAYING DEVICE FOR KILLING MOSQUITOES.

The risk of carrying disease-bearing mosquitoes from one region to another by aeroplane has always been a matter of concern. Imperial Airways recently gave a demonstration of the effectiveness of their new spraying device, whereby an invisible and odouriess cloud of pyrethrum powder can kill such intruders in an aeroplane. For the test, mosquitoes were enclosed in cages and held up in a room subjected to the spray. Within a quarter of an hour all were dead. (Keystone.)

# South Africa



# Key piece in the holiday Jig-Saw

There never was a time when the holiday problem seemed so apparently insoluble. There never was a time when it is so easy to solve. Forsake the beaten path this year—go out and see South Africa. You will gain new impressions, encounter new interests, enjoy new experiences.

South Africa is one of the Empire's show places. Within its boundaries are numbered some amazing scenic spectacles—the sunsets, the Victoria Falls, the Cango Caves, the National Game Reserve, the Drakensberg

Mountains, and a score of others. But scenery alone does not make a holiday. Throughout your tour you will find the Native Life of considerable interest. In some Native regions time has apparently stood still, and customs, already ancient before the history of Europe began to be written, still hold sway without change or the desire for change.

Of social life in South Africa and of games and pastimes, there is a full and generous measure—one and all spiced with a subtle divergence

from the familiar that doubles their interest for the visitor. Nor is there any lack of quiet hamlets where you may drowse and rest in the twin South African tonics—bright sunshine and invigorating air.

Swift modern liners carry you to South Africa over the calm blue waters of the Southern Atlantic a gracious pathway to a memorable

Illustrated publications and details of "Winter" fares are obtainable from the South African Travel Bureau, Trafalgar Square, London, W.C.2.



A PAGE FOR COLLECTORS.

MRS. A. G. I. CHRISTIE'S "ENGLISH MEDIÆVAL EMBROIDERY."\*

An Appreciation by FRANK DAVIS.

"I QUEEN MATILDA, bequeath to the church of the Holy Trinity at Caen, the chasuble which is being embroidered at Winchester by Alderet's wife." Thus runs a clause in the will of the queen of William the Conqueror, and this, together with

many other similar notices from the distant past, remains, as evidence of the high esteem in which English embroidery was held from Saxon times until the end of the fourteenth century. The fourteenth century. whole story is told in this formidable and beautiful volume by Mrs. Christie-formidable, be-cause the book weighs more than nine pounds and costs twelve guineas, and costs twelve guineas, and beautiful, partly because of its subject, and partly because that subject is honoured by type and illustrations worthy of it. For some unexplained reason, our remote island during these centuries excelled in the art of needlework: the work had a European reputation, and what is left is found scattered from Upsala to Rome, from Vienna to Toledo. Four items of opus anglicanum are mentioned in the Vatican Inventory of 1295. Secular pieces must have been numerous, but time has dealt hardly with them—in any case, it was natural that in an

age of faith the finest work should be devoted to the needs of the Church. The book is a careful and scholarly survey of almost all the known examples, each one of which is exactly described and illustrated, and the introduction provides some most useful diagrams showing the various stitches used. From the mists of the past emerge the shadowy forms of certain individuals—for example, St. Margaret (died 1093), Queen of Malcolm III. of Scotland and sister of Edgar Atheling, whose confessor wrote: "Her chamber was like the workshop of a heavenly artist: there copes for singers, chasubles... were always to be seen, some in course of preparation, others, worthy of admiration, already completed"; Christina, Prioress of Markyate, who embroidered three mitres and a pair of sandals operis mirifici, which were presented to Pope Adrian IV. in 1154 by Robert, Abbot of St. Albans, with many other rich presents—but the Pope would accept none of these gifts except Christina's handiwork; and Mabel of Bury St. Edmunds, whose name often appears in the records of the reign of Henry III., and for whose funeral in 1244 the sum of five shillings was allowed for expenses. Very rarely a definite date can be assigned to a particular piece of embroidery, as in the case of the earliest of all, the stole and maniple taken from the tomb of St. Cuthbert at Durham in 1827; these were made to the order of Ælfflæd, wife of Edward the Elder, son of Alfred the Great, for Bishop Fridestan. Fridestan was Bishop of Winchester from 909 till 931; the Queen died before 916, and the vestments therefore were made between 909 and 916, and almost certainly at Winchester, the Queen's home and the most important art centre in the kingdom.

It is a trifle odd that in an age when, if one may judge by the activities of innumerable Women's Institutes, embroidery is as popular as ever it was, so few people take the trouble to spend an hour or two at the Victoria and Albert Museum and look at the examples of opus

• "English Mediæval Embroidery; Dating from the Tenth to the Fourteenth Century . . ." By A. G. I. Christie. With 160 Plates and numerous other illustrations. (The Oxford University Press: £12 125.)

anglicanum that are public property. Of all the items there, the most famous is the Syon Cope (Fig. 1), with its romantic story of wanderings abroad until it was acquired by the nation in 1864. Fine though it is, Mrs. Christie points out that it is by no means the best of its kind, and this in itself is sufficient to show the extraordinarily high quality of English work of about 1300. This is what she says: "Although in many ways admirable, it can hardly claim a place in the first rank. In general effect it lacks the attractive individual touch displayed by the very finest embroideries of its period. The

Coronation and Crucifixion scenes are commonplace when compared with similar representations in other examples. . . . The richly patterned ground of the cope of the Passion, at St. Bertrand de Comminges, is incomparably finer than the setting that imprisons rather than relieves the figures of the Syon vestment, which, besides showing careless errors in drawing, has suffered mutilation and reshaping. But the original chasuble was, and as a cope it still remains, a good example of trade work executed at a time when workshops were producing embroideries of great excellence."

One is familiar with stories of pictures known to have existed in such and such a place two centuries ago, and since lost. The disappearance of a magnificent English cope from the Vatican Treasury is out of the ordinary. The evidence consists of a very careful water-colour drawing (Plate 144), apparently of the eighteenth century, with an inscription in ink, "A Rich Coape kept in ye Treasury of ye Canons of St. Peter's, Rome." The Custodian searched the later inventories a few years ago to find if he could discover an entry which tallied with the drawing, but concluded that it had been missing for 200 years. He did, however, point out an item in the inventory of 1361 which fits the drawing—a cope given by Pope John XXII., who held the see from 1316 to 1334. It is possible, of course, that this fine vestment may have been

melted down for the sake of the gold embroidery—a fate which befel many such things, especially in England—but it is within the bounds of possibility that it awaits a finder in some obscure corner of Europe.

It is not surprising that so little mediæval embroidery has survived. A vast amount must have been made for secular use and would disappear in the ordinary course of events, while there were fashions in religious vestments no less than in ordinary clothes, and few very early pieces remain in their original form; many were burnt to recover the value of the gold threads, and

remain in ordinary clothes, and few very early pieces remain in their original form; many were burnt to recover the value of the gold threads, and many more disappeared at the hands of iconoclasts.

Apart from the appendix, which quotes items from ancient inventories, Mrs. Christie gives numerous examples of the esteem in which English needlework was held abroad, the most vivid of which is the story told by Matthew Paris: "About the same time (1246) my Lord Pope, having noticed that the ecclesiastical ornaments of certain English priests, such as choral copes and mitres, were embroidered in gold thread after a most desirable fashion, asked whence came this work? From England they told him. Then exclaimed the pope, England is for us surely a garden of delights, truly an inexhaustible well; and from there where so many things abound, many may be extorted. Thereupon the same Lord Pope, allured by the desire of the eye, sent letters, blessed and sealed, to well nigh all the Abbots of the Cistercian order established in England, desiring that they should send to him without delay, these embroideries of gold which he preferred above all others.

as if these acquisitions would cost him nothing. This command of my Lord Pope did not displease the London merchants who traded in these embroideries and sold them at their own price."

Mediæval embroidery is a subject which can hardly become popular in the ordinary sense of the term, if only because the majority of examples are not easily accessible to the general public; nor is this volume, with its 200 pages of text and 160 plates, in any sense a book for casual reading. It is devised for the specialist and will remain an indispensable work of reference for many decades.



I. THE SYON COPE: A FAMOUS PIECE OF OPUS ANGLICANUM, WHICH BELONGED TO SYON CONVENT AT ISLEWORTH; WAS TAKEN ABROAD BY THE NUNS WHEN THEY LEFT ENGLAND; AND IS NOW IN THE VICTORIA AND ALBERT MUSEUM. The larger spaces in this cope are taken up with representations of scenes from the life of Christ and the Virgin, and figures of St. Michael overcoming the dragon, and Apostles. The cope was probably made about 1300; but the borders of heraldic shields are later. (Reproductions from "English Medicual Embroidery"; by Courtesy of the Publishers, The Oxford Press.)



2. THE WONDERFUL EXAMPLE OF OPUS ANGLICANUM KNOWN AS THE "COPE OF THE PASSION" PRESERVED IN THE CATHEDRAL OF ST. BERTRAND DE COMMINGES: A PORTION OF THE EMBROIDERY; SHOWING THE ASTONISHING WEALTH OF DETAIL. (c. 1300).

The chief scenes depicted here are: The Betrayal (left, above); Christ before Pilate (right, above); Christ washing the disciples' feet; and the Last Supper. In the round spaces are prophets and kings; and in the small ovals an astonishing variety of birds; in addition to which, animals are seen on the crossing stems. There are depicted on the cope, in the most minute detail, almost a hundred different creatures.

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#### JERUSALEM'S "GOLDEN AGE."

ued from page 77

Joshua ben Gamala, was appointed High Priest by Agrippa II. (63 A.D.). The family of Gamala was related to that of Boethos, the tombs of which Dr. Sukenik has just discovered on Mount Scopus (Fig. 11). This family is well known to us from the writings of Flavius Josephus, according to whose testimony King Herod married the daughter of Simeon the son of Boethos, and appointed the latter High Priest. The Talmud contains many uncom-plimentary references to this Boethos family, which as related to King Herod and profaned the High

Priesthood by its conduct.

The Jewish cemetery at the end of the days of the Second Temple extended over a large area around Jerusalem; hence the discovery of Jerusalem tombs at considerable distances from the city. One of these caves, situated 6 kilometres (3 miles) south of Jerusalem on the road to Bethlehem, was revealed by the author of these lines assisted by Dr. Stekelis. This cave, lying near the new Jewish settlement of Ramath Rachel (Fig. 4), contains a courtyard and two burial chambers, both in a good state of preservation and undefiled by robbers, thanks to the fact that the roof of the cave had collapsed in ancient times, probably owing to earthquake. One of these chambers contained ossuaries, the majority being ornamented in the usual way but bearing no inscriptions. These ossuaries sometimes contained remains of two or three persons together. The second chamber served for primary burials only, and therein were disclosed skeletons in situ.

The custom of providing the dead with comforts is apparent from this burial chamber. Many pieces of pottery were found, particularly oil lamps, which it was customary to keep alight in memory of the dead, as well as objects of glass, gold, brass and bone. All these date back to the days of the Second Temple, at the time of the destruction of which this burial cave was completely forsaken until the excavations once more brought it to light.

I would here also mention the important discovery, made by Dr. Sukenik in recent years, of a stone

tablet bearing an Aramaic inscription of the beginning of the Christian Era, reading: "Hither were brought the remains of Uzziah, King of Judah. Do not open!" It may be assumed that when the city was extended during the days of the Herodian Dynasty the tomb of this ancient Jewish king was discovered. We are told in Chronicles II. (xxvi, 23):

"So Uzziah slept with his fathers and they buried him with his fathers in the field of burial which belonged to the kings." We do not to-day know the situation of that royal burial place; probably it was in the vicinity of the Shiloah, but its situation must be the laws of the Second Temple. have been known during the days of the Second Temple, and when the tomb of King Uzziah was revealed his bones were transported to some other place, the above-

mentioned tablet being erected over his new grave.

We are still standing at the threshold of the work of exploration of the large Jewish necropolis in Jerusalem. It is to be hoped that new excavations will bring us fresh discoveries concerning the history of the city of Lawrender and its life during that decisive the city of Jerusalem and its life during that decisive period of its history—the first century A.D., the last of its existence as the splendid capital of Palestine.

#### BOOKS OF THE DAY.

(Continued from page 784.)

Besides these, there are many incidental pen-portraits and glimpses of character. Very informing, too, are the chapters on the proposed trial of the Kaiser, Dominion representation, Russia, the Rhine, Reparations, Disarmament, the League of Nations, and the presentation of the Treaty to the German delegates.

Another book full of vital interest in connection with current politics, home and foreign, is "Sir John Simon." By Bechhofer Roberts ("Ephesian"). With 15 Illustrations (Robert Hale; 12s. 6d.). Personally, I am all in favour of biographies about living people, without any suggestion that in the present instance "a living dog is better than a dead lion," or of the fact that the biographer is thus released from that other familiar dictum—de mortuis nil nisi bonum! Biographers of the living, indeed, are often flattering towards their subjects, but whenever they are hostile they have to remember the law of libel. If I rejoice that the old custom of waiting for a man to die before writing his life no longer holds good, it is only for the obvious reason that there is more urgent appeal in a career that is still in progress, and has the added zest of an unknown future. In his previous biographical studies, Mr. Bechhofer Roberts has not always, I think, been entirely favourable to his subjects. Here he writes as an avowed admirer. Here he writes as an avowed admirer.

Sir John Simon is not a spectacular statesman. "He certainly lacks picturesque faults," writes Mr. Roberts. "When Sir Edward Carson said, in 1908,

that he really did not know what Simon's vices were, he was jocularly expressing a view which has pained cartoonists, musical-hall comedians, and bar-parlour politicians ever since." Nevertheless, Sir John Simon's life-story is very far from dull, for, if he lacks flamboyance, he possesses a compensating sense of humour which ripples through many an anecdote and extract from his speeches. Among the notable cases in which he took part during his legal career was the "Titanic" he took part during his legal career was the "Titanic" inquiry, in which he appeared with Rufus Isaacs (afterwards Lord Reading) for the Board of Trade. His political work is, of course, familiar in public memory. At the moment it is interesting to recall his visit as Foreign Secretary in 1935, with Mr. Eden, for an exchange of views with Herr Hitler in Berlin. "This," we are reminded, "led to the . . . Anglo-German Naval Agreement—the only agreement for arms limitation which has ever been secured out of all this welter of discussion." this welter of discussion."

It can hardly be said that the moral side of politics is nowadays over-emphasised, and it would often seem that national leaders plunge ahead with their policies without knowing—or, at any rate, without defining—the kind of world which they desire to bring about. One of the most inspiring and high-minded works of modern times, treating history and international politics from an ethical point of view, has just been reprinted in a revised and single-volume has just been reprinted in a revised and single-volume form under a new and anglicised title—"The Common-wealth of God" (Civitas Dei). By Lionel Curtis. With End-paper Maps (Macmillan; 10s. 6d.).

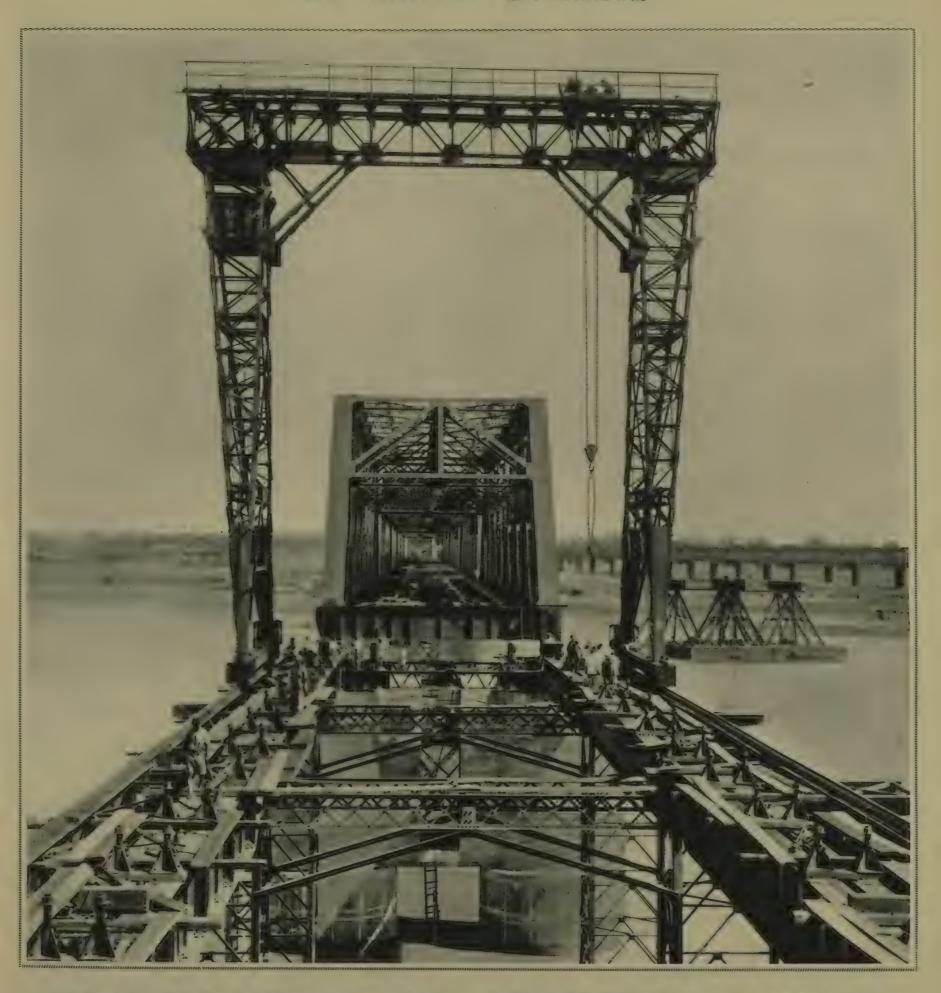
In his new preface, Mr. Curtis tells us briefly how his three volumes, here combined, came to be written, and their relations to one another. Book I. is an attempt to discover a guiding principle in public affairs. Before proceeding to apply the suggested principle, which he does in Book III., the author found it necessary to state the existing position of affairs to which he proposed to apply it. Thus, while affairs to which he proposed to apply it. Thus, while his first volume was under review, and the draft of the third was ready, he wrote Book II., giving a rapid survey of world history from Plantagenet times to 1936. In this historical section the chapters on Versailles afford many comparisons with Mr. Lloyd George's volume. A book of world-wide appeal, such as Mr. Curtis has written, should be translated into many languages, including, of course, German, Italian, and Japanese. It might tend to a revision of certain theories concerning the ethics of government.—C. E. B.



#### BRITISH ENGINEERING

A Special Section of "The Illustrated London News"

#### " THE BRIDGE BUILDERS



BRAITHWAITE & CO. ENGINEERS LIMITED

WESTMINSTER

#### OUTSTANDING ACHIEVEMENTS OF BRITISH ENGINEERS:

PHOTOGRAPHS REPRODUCED BY COURTESY OF MESSRS. BRAITHWAITE



THE SILVER JUBILEE BRIDGE. This new railway bridge is the third to cross the Nerbudda River at Broach. built in 1860, was washed away : the second, built in of the photograph, is now a highway bridge; the and capable of carrying the heaviest modern loads was built complete with foundations by the Braithwaite months less than the

scheduled time.

#### IIII STEELWORKS AT When this new plant is produce a daily output of 150 tons of steel. The Anatolian valley into a vast industrial centre has involved for Braithwaites million cubic yards of miles of railway sidings

buildings to house the plant.





A SOURCE OF A DOMINION'S MINERAL WEALTH MADE AVAILABLE BY BRITISH ENGINEERS: THE MOUNT ISA MINES IN QUEENSLAND, AUSTRALIA. Six hundred miles from the coast, at the end of a specially constructed railway, this refinery for the silver, lead, and zinc resources of Queensland was constructed men, houses, and provisions to permit the erection of 5000 lons of steelwork.



IN PORTUGUESE EAST AFRICA: THE DEEP-WATER BERTHS AT THE PORT OF BEIRA, WHICH ARE BEING EXTENDED AND ARE IN Ten years ago the view from this point was a stretch of tidal mud-flats. With the completion of the extensions which are now in progress, the port of Beira will have 2000 feet of wharf capable of berthing the largest steamers and handling the ever-growing trade of Central Africa. Building materials are non-existent in this part of Africa; and construction

#### EMPIRE BRIDGE-BUILDING AND OTHER NOTABLE WORK.

AND CO., ENGINEERS, LIMITED, HORSEFERRY HOUSE, S.W.I.

Until this bridge was built near Mandalay, the rolling-stock of the Burma Railways, on it on ferries. Transported in small pieces for floods, the bridge provides a road and rail link





Sixty million gallons of water flow daily through of Bombay, fifty-five miles away. Each pipe is six feet in diameter and, together, they represent 90,000 tons the pipes and joint them in the field, Braithwaites put down a factory in the jungle, which produced at a day.



This photograph shows one of the pumping stations on the banks of the Nile. In the

background are two storage tanks made from pressed steel plates which are easily conveyed by primitive means of transport and are assembled in position by the unskilled native



THE NEW BROOKING STREET WHARF AT RANGOON.

crete wharf which is being built in the Rangoon River will pro vide a thousand feet of berthing accommoda-tion. The frontage of the wharf is supported on "Screwcrete" cylinders which are screwed into the silt to a depth of eighty feet below lowwater level to secure the structure against the



ART SUPPORTED ON CYLINDERS SCREWED TO A DEPTH OF THIRTY FEET BELOW THE RIVER BED. is rendered difficult by the fast-flowing river and its muddy banks; and so the wharves are carried on steel and cast-iron piles and cylinders screwed down into the hard clay beneath. Using their patent screwing machines, Braithwaites were able to do the work with local and imported Indian labour.

# NATION OF ENGINEERS:

BRITISH ACHIEVEMENT THROUGHOUT THE WORLD.

By SIR ALEXANDER GIBB, G.B.E., C.B., F.R.S.



THE NEW WATERLOO BRIDGE: A GRACEFUL STRUCTURE NOW UNDER CONSTRUCTION FOR THE L.C.C. TO THE DESIGN OF MESSRS. RENDEL PALMER AND TRITTON AND SIR GILES GILBERT SCOTT, AS CONSULTING ENGINEERS AND ARCHITECT RESPECTIVELY.

NAPOLEON would have been nearer the mark if he had called us a nation of engineers, for it was the development made possible by British initiative in engineering that enabled us to defeat his immense effort to destroy us. To-day one in

every seven of our population is an engineer, and have never lost the initiative. The steam - engine, itself a British achiev



ment, has probably had more influence than any other thing in shaping the fate of the world. Without it no mine could have been deeper than a few feet; it created the factory; by it the ship overcame the ocean; and in the form of the locomotive it gave us the

The first railway to receive Parliamentary sanction was the Surrey Iron Railway, in 1801. Since that date some 800,000 miles have been made in the

principal coun-tries of the world, about a third of which, in Canada, South America, Africa, Australia and India, have been the work of British engineering skill. changes stant have been made to secure higher efficiency and better running, and and steam still holds a supreme position as the prime mover of the world's trans-

port. Vividly to realise this you have only to travel north from London in the new streamlined trains or cross to

the United States in the "Queen Mary."
It was an Englishman, Sir Charles Parsons, who

invented the steam turbine, upon which we and all countries not blessed with abundant water power depend for the bulk of our electric light and power. The steam turbine and the oil-engine between them generate 65 per cent. of the eleccurrent used in the world. The greatness of Parsons' invention is realised when one considers the uses to which this current is put: electric power for factories, power for electric railways, and current for

company, Manchester.
Elliott and Fry.

Elliott and Fry.

railways, and current for electric lighting and domestic use, and the immense quantity used in the smelting and chemical industry. A station like Barking Power Station, when fully developed, will have a capacity of over 600,000 kw. (say, 800,000 h.p.), equivalent to about two-fifths of the power at present generated by the St. Lawrence River below the Great Lakes, and including the Niagara Falls. Barking is the largest

steam power-station in Europe, but Littlebrook

which is now under construction, will be greater still.

The discoveries in the science of metals or metallurgy were nearly as important as the invention of the steam engine, for the forces generated by steam required a stronger material than wood or than the old form of iron used at the beginning of the eighteenth century. Iron was needed for rails, for engines, for ships, and for tools. But soon it was found that something harder, stronger and more resistant than iron was needed. The history of steel contains too many famous names of our countrymen to mention here. And we are still leaders. The automobile of to-day has been made possible—not merely cheap, but actually possible—by new types of steels, new treatments of steels new knowledge regarding the properties of steels, and how to control them. Equally it can be said that the modern aeroplane is the product of research into and development of new metallic alloys

Our fathers used to talk of unknown Africa, into which only exceptional people, like Mungo Park, Livingstone and Stanley, had ever penetrated. That was not long ago, yet to-day one can travel from Cairo to Cape Town in a fast car through those parts. who are in a greater hurry can leave

engineer by the production of high-tensile steel. In proof of this one has only to mention that triumph of the engineer's art, the 1650-feet steel arch which spans the Sydney Harbour in Australia, which would have been an impossible feat fifty years ago.

It is hard for us in

this country to realise the work that has been done by irrigation engineers in the world in fighting famine, ex-tending the bounds of cultivation, and in the storage of water. "It would be impossible for any responsible person to view the future of the Punjab apart from her canals," said one of her Governors, and the same could be said of many parts not only of India,



dent of the Institution of anical Engineers. He is sulting Engineer and very y connected with the iron and steel industry.

but of Africa, Australia,
and, especially, of Egypt, which depends almost
entirely upon the waters impounded by the great dams across the Nile, whence they are distributed

to millions of acres of sterile

desert to make it fertile.

A Londoner takes his water supply for grant-ed, troubling himself but little about the fact that some seven and a quarter million people have to be supplied with about forty gallons of water each every day. But London supply is simple compared with









Consulting Engineers.

J. Harvey Humphryes is an Associate of the Institution of Civil Engineers and of the Institution of Civil Engineers and of the Republics of Colombia and Venezuela; and to the Republic of Turkey for public works and interpretation of Civil Engineering Contractors and his firm were the contractors for the particular Tunnel.

Left Mumphryes is an Associate of the Institution of Civil Engineers and a Member of the Institution of Structural Engineers. He is Consulting Engineer the Singapore Naval Base; to the Republics of Colombia and Venezuela; and to the Republic of Turkey for public works and in the Turnel.

Lord Greenwood is President of the British Iron and Steel Federation. (Photographs by Wykeham Studios, Speaigh

Southampton by an Imperial Airways 'plane and be in Durban six days later. Macaulay had to take a library of books to help him bear the tedium of a sixmonths' voyage to Calcutta. If he were alive now he would fly home in four days and not have time for a single book.

In both these forms of transport British skill is supreme. Our motor-cars hold the record for the fastest speed on land and our motor-boats have the record for speed on water, while a British aeroplane has reached an altitude of 53,937 ft. To illustrate the extraordinary efficiency of the modern aeroplane and its pilot one may mention the interesting fact that we have 'planes that, from a stationary position on the ground seventy miles from London, can rise and be over the City on a nine-thousand-feet ceiling in twelve minutes, a matter of supreme importance in defence

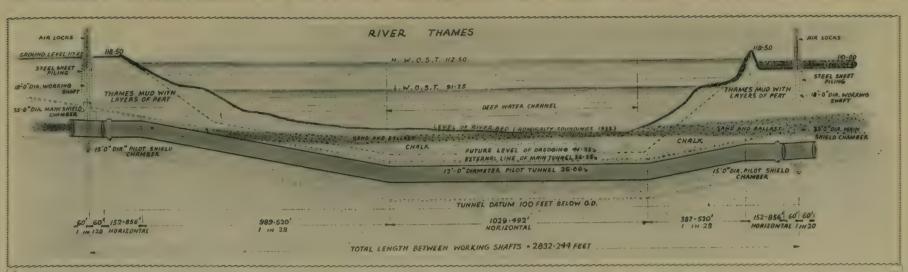
and attack. The perfection of the car has incurred an immense development in the lines of transport, roads and bridges. In Great Britain alone we have had to remake 178,000 miles of roads in the last thirty years, and already many thousands of miles of them are marked for complete reconstruction into fast motor roads. In all the Dominions and countries of the Empire the same process has been going on. New, stronger and wider bridges have also been called for, and one does not need to go for a very long motor journey to see examples of the magnificent structures the modern engineer has evolved. In this, again, the metallurgist has helped the civil some places in the Dominions. Consider, for instance, the water supply of Calgoorlie, in Australia: they depend on water that has to be pumped through pipes from a reservoir three hundred and eighty-seven miles away, at the foot of the Darling Range

The perfection of the water turbine and the development of high-voltage transmission of electricity gave the hydraulic rgineer a new task and the world a new source of power, hydro-electric-By this new power countries with no coal have been enabled to generate immense quantities of energy; to transfer it from places inaccessible to any but the pioneer and the hunter to far-off cities and factories. In this way Canada alone has



acquired over eight million horse power, 81 per cent. of which is in the highly industrialised provinces of Ontario and Quebec, which have no coal. In our own country we owe all of our aluminium to the hydroelectric plants of the Highlands in Scotland, which alone have made it possible to produce this extremely useful metal at a price at which it can be used in a multitudinous variety of processes.

### A GREAT ENGINEERING FEAT AT LONDON'S DOORS: THE DARTFORD TUNNEL.



THE BEGINNING OF THE £3,500,000 DARTFORD TUNNEL, THE BIGGEST ENGINEERING UNDERTAKING ON THE THAMES FOR 30 YEARS: A CROSS SECTION SHOWING THE RECENTLY COMPLETED PILOT TUNNEL AND THE OUTLINE OF THE MAIN TUNNEL; THE PILOT TUNNEL BEING 2832 FEET LONG.



THE RIVER ABOVE THE TUNNEL: A PHOTOGRAPH TAKEN ON TRANQUIL LONG REACH, WHICH IS HALF A MILE WIDE AT THIS POINT, WITH A DEPTH OF THIRTY FEET OF WATER.



A GENERAL VIEW OF THE TOP OF THE WORKING SHAFT ON THE KENT SIDE; SHOWING THE FOUR AIRLOCKS THROUGH WHICH ACCESS IS OBTAINED TO THE TUNNEL.



ON THE ESSEX SIDE: CHALK EXCAVATED FROM THE TUNNEL BEING PUSHED OUT OF THE AIRLOCKS; WITH CAST-IRON SEGMENTS USED FOR LINING THE TUNNEL SEEN ON THE RIGHT.



MINERS WORKING IN THE GREATHEAD SHIELD AT THE TUNNEL FACE; WHERE THE AIR PRESSURE HAD TO BE RAISED TO 35 LB. PER SQUARE INCH ABOVE ATMOSPHERIC PRESSURE TO KEEP OUT WATER.

As noted in our issue of October 15, the Pilot Tunnel which will be enlarged to form the new Thames Tunnel between Dartford and Purfleet was completed on October 4, when the cutting edges of the shields which had been boring from the Kent and Essex banks met each other 25 feet under the river bed. The driving of the Pilot Tunnel was in itself a great achievement. The two borings, 12 feet in diameter, coincided with an error of only  $\frac{3}{8}$  of an inch for line and an error in level of  $\frac{3}{16}$ th of an inch. The Pilot Tunnel is lined with 12-feet diameter cast iron segments, bolted together, and caulked. The excavation, which was through mud,

peat, ballast, and fissured chalk, was carried out within Greathead Shields fitted-with hydraulic rams. In order to keep out the water it was necessary to fill the tunnel with compressed air, and this entailed laying down exceptionally heavy air-compressing plant capable of pumping 16,000 cubic ft. of air per minute at 35 lbs. per square inch above atmospheric pressure. The contractors for this piece of engineering work were Messrs. Charles Brand and Son, Ltd. Messrs. Coode, Wilson, Mitchell and Vaughan-Lee, and Messrs. Mott, Hay and Anderson (actual supervisors of the work) are the Joint Consulting Engineers to the Ministry of Transport for the tunnel.

## BRIDGE-BUILDING IN SCOTLAND AND AFRICA: BRITISH ENTERPRISE.

PHOTOGRAPHS REPRODUCED BY COURTESY OF THE CLEVELAND BRIDGE AND ENGINEERING COMPANY, 'LTD., DARLINGTON.



BUILT OVER THE FORTH, NINE MILES FROM STIRLING, TO SHORTEN THE ROUTE BETWEEN NORTH AND SOUTH FOR ROAD TRANSPORT: THE KINCARDINE-ON-FORTH BRIDGE, HALF A MILE IN LENGTH - CONSTRUCTED BY THE CLEVELAND BRIDGE AND ENGINEERING COMPANY, OF DARLINGTON.



THE LONGEST SWING SPAN IN EUROPE: A PHOTOGRAPH SHOWING THE CENTRE SPAN (364 FEET LONG) OF THE KINCARDINE BRIDGE OPENED FOR RIVER TRAFFIC TO PASS THROUGH - THE CONSULTING ENGINEERS FOR THIS BRIDGE WERE SIR ALEXANDER GIBB AND PARTNERS, LONDON.



GIVING DIRECT CONNECTION BETWEEN NYASALAND AND THE PORT OF BEIRA: THE LOWER ZAMBESI BRIDGE, WHICH IS 21 MILES IN LENGTH -- BUILT BY THE CLEVELAND BRIDGE AND ENGINEERING COMPANY TO THE DESIGN OF MESSRS. LIVESEY AND HENDERSON, AND RENDEL, PALMER AND TRITTON, OF LONDON.

Kincardine Bridge is the only road bridge over the Forth below Stirling, and fills a long-felt want in regard to road traffic which will only be fully met when another much-needed bridge is built at Queensferry.——The Lower Zambesi Bridge took four and a half years to construct. The site hosen was in a practically uninhabited district and called for all the resources of a bridge-builder. Before any permanent work could be done, camps had to be built for the Europeans and natives; four

quarries had to be opened; and a fleet of two steamers and thirty barges and ponquarries had to be opened; and a neet of two steamers and thirty barges and pontoons had to be constructed. The district had a bad name for malaria and, to ensure immunity, as far as possible, for the European staff and the 4000 natives employed, the services of the Ross Institute were called in, resulting in complete immunity from malaria for the men sent out from this country—yet another proof of the special care exercised by those concerned with the enterprise.

### BRIDGES BUILT BY THE CLEVELAND BRIDGE AND ENGINEERING COMPANY.



CARRYING THE RAILWAY HIGH ABOVE THE VERRUGAS CANYON, IN PERU: THE CARRION BRIDGE, 718 FEET LONG, FOR WHICH THE CONSULTING ENGINEERS WERE MESSRS. LIVESEY AND HENDERSON.



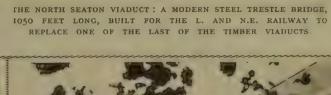
SHOWING A TEST-TRAIN ON THE SPANS: A VIEW OF THE CARRION BRIDGE IN FULL ELEVATION AFTER ITS COMPLETION WITHOUT A SINGLE CASE OF VERRUGAS FEVER, OWING TO PRECAUTIONARY MEASURES.

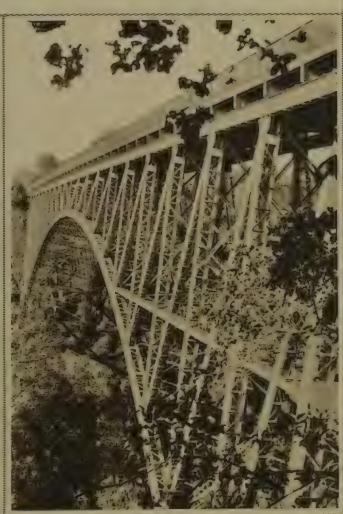


THE GOZ ABU GUMA BRIDGE, SUDAN: BUILT IN 1911 OVER THE WHITE NILE, SOU OF KHARTOUM, WITH MESSRS. RENDEL, PALMER AND TRITTON AS CONSULTING ENGINEERS.



BUILT IN 1905 AS A LINK IN THE CAPE TO CAIRO RAILWAY, WITH MESSRS. FREEMAN, FOX AND PARTNERS AS CONSULTING ENGINEERS: THE VICTORIA FALLS BRIDGE, RHODESIA.



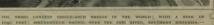


SHOWING THE STEEL ARCH 500 FEET SPAN CARRYING RAILWAY, ROADWAY AND FOOTPATH 420 FEET ABOVE WATER-LEVEL:

THE VICTORIA FALLS BRIDGE.

These bridges and those seen on the preceding page were constructed by the Cleveland Bridge and Engineering Company, Ltd., of Darlington. This Company has built bridges in many parts of the world and has shown by its long record that it can deal successfully with any bridge-building problem put before it. The largest bridge at present being built by the Company is the new Howrah Bridge, with a main span of 1500 feet, over the Hooghly River, at Calcutta. The work on this calls for a particular knowledge of deep foundations and the provision of special cranes for the steelwork erection: hence, and for other excellent reasons, the choice of this famous Company.







TAKING THE GREAT NORTH ROAD ACROSS THE RIVER TYNE, BETWEEN GATESHEAD AND NEWCASTLE, IN A SINGLE SPAN OF 531 FEET: THE TYNE BRIDGE, FOR WHICH THE CONTRACTORS WERE MESSRS. DORMAN, LONG AND CO.



AN OUTSTANDING EXAMPLE OF TANK IRRIGATION: THE METUR DAM, BUILT ACROSS THE CAUVERY RIVER BY THE MADRAS GOVERN-MENT TO THE DESIGN OF SIR C. T. MULLINGS, C.S.I.



TO HAVE A MAIN SPAN OF 1500 FEET OVER THE HOOGHLY RIVER, AT CALCUTTA: THE HOWRAH BRIDGE, NOW BEING CON-STRUCTED BY THE CLEVELAND BRIDGE AND ENGINEERING CO.

On these pages we show some of the more outstanding feats of construction which British engineers have performed within recent years. The Birchenough Bridge over the Sabi River, Southern Rhodesia, is the third longest single-arch bridge in the world and was opened on December 20, 1935. It is named action oringe in the worm and was opened on December 23, 1930. It is named after the late Sif Henry Birchenough, Bt., the Chairman of the Belt Railway Trust, which presented it to the people of Southern Rhodesia. It has a span of 1040 feet and contains 1550 tons of steel, all of which was manufactured, fabricated and erected by Messrs. Dorman, Long and Co., Ltd., the contractors for the work. Mr. Rajib Freeman, M.Inst.C.E., M.Am.Soc.C.E.,

THE LOCHABER WATER-POWER SCHEME: A VIEW OF LAGGAN DAM, SHOWING THE SIPHONS DISCHARGING FLOOD-WATER, NEAR THE MAIN ROAD BETWEEN SPEAN BRIDGE AND KINGUSSIE.—THE CONSULTING

ENGINEERS RESPONSIBLE FOR THE SCHEME WERE MESSRS, C. S. MEIK AND W. T. HALCROW

who planned the Sydney Harbour Bridge, was the designer .- The Tyne who planned the Sydney Harbour Bridge, was the designer.—The Tyne Bridge, which takes the Great North Road across the River Tyne, has a single span of S3I feet. For this structure, 8000 tons of steel were manufactured and erected by Messrs. Dorman, Long and Co. The architect was Mr. R. Burns Dick, F.R.I.B.A. of Newcastle-upon-Tyne, and the consulting engineers were Messrs. Mott. Hay and Anderson and Messrs. Coode, Wilson, Mitchell and Vaughan-Lee, M.Inst.C.E.—The Metur Dam across the Cauvery River was opened by Sir C. F. Stalley, then Covernor of Madras, on August 21, 1934. It was designed by Sir C. T. Mullings, C.S.I., Chief Engineer

#### PROJECTS MADE POSSIBLE BY BRITISH ENGINEERS: TRANSPORT, IRRIGATION AND WATER POWER SCHEMES.



ONE OF THE GREATEST IRRIGATION SCHEMES OF THE WORLD: AN AERIAL VIEW OF THE 4715-FEET-LONG LLOYD BARRAGE ACROSS THE INDUS, AT SUKKUR, WHICH IS INTENDED TO SUPPLY WATER TO OVER 5,000,000 ACRES OF DRY AND HITHERTO INFERTILE LAND.



THE LARGEST AND HEAVIEST ARCH BRIDGE IN THE WORLD: SYDNEY HARBOUR BRIDGE, COMPRISING OVER 50,000 TONS OF STEEL, WHICH HAS A SINGLE SPAN OF 1650 FEET AT A CLEAR HEIGHT OF 170 FEET ABOVE THE WATER.—THE CONTRACTORS WERE MESSRS, DORMAN, LONG AND CO.

of the Madras Presidency and also Engineering Chief for the construction until 1930, when he was succeeded by Mr. V. Hart. It is situated about 200 miles from Madras, in the hill country on the west. The irrigation project, which is coupled with the Dam, fulfils a long-felt want among the ryots of Southern India.—The Lockaber Water Power scheme was instituted prostrate electricity for the manufacture of aluminium by the British Allouence of the Country of the Country of the Southern Country of the Southern Country of the Southern Country of the Southern Country of the Country of the Country of the Southern Country of the Country of the Southern Country of the Country of the Southern Country of

of Kilmarnock.—The Lloyd Barrage at Sukkur, of which Sir Charlton Harrison, C.I.E., was Superintending Engineer, was opened on January 13, 1952, and forms part of one of the greatest irrigation schemes of the world. —Sydney Harbour Bridge was completed in 1933 and is the largest and heaviest arch bridge in the world. The bridge was designed by Mr. Rajph Freenan and the pylons by Sir John Burnet, Tait and Lorne. The steelwork, of which over S0,000 tons were used in constructing the bridge, was manufactured and erected by Messrs. Dorman, Long and Co., the contractors for the work. The single span is at a clear height of 170 feet above the water.

# BUILT BY BRITISH SKILL: THE WORLD'S LARGEST UNDER-WATER TUNNEL.

PHOTOGRAPHS BY STEWART BALE; REPRODUCED BY COURTESY OF THE MERSEY TUNNEL JOINT COMMITTEE.



CONSTRUCTING THE UNDER-RIVER PORTION OF THE MERSEY TUNNEL: WORKMEN EXCAVATING THE BOTTOM HALF AND FIXING THE CAST-IRON LINING.



BUILDING THE LIVERPOOL APPROACH TUNNEL: TUNNELLERS EXCAVATING UNDER TO DALE STREET PROTECTED BY A SEMI-CIRCULAR ROOF SHIELD.



ONE OF THE FINEST FEATS OF BRITISH ENGINEERING: THE MERSEY TUNNEL, WHICH LINKS LIVERPOOL TO BIRKENHEAD AND IS OVER TWO MILES LONG, SEEN IN PICTORIAL DIAGRAM.

THE Mersey Tunnel linking Liverpool with Birkenhead is one of the greatest engineering works constructed in recent years. It was opened by King George V. on July 18, 1934. The under-river portion, with an internal diameter of 44 ft., is the largest subaqueous tunnel that has been built; and the length of roadway from end to end of the through traffic line is 2·13 miles. The contract for sinking the shafts—about two hundred feet in depth — at George's Dock, Liverpool, and at Morpeth Branch Dock, in Birkenhead, and for driving from



THE MERSEY TUNNEL COMPLETED: A VIEW UNDER THE CENTRE OF THE RIVER,

and for driving, from these shafts, pilot-tunnels along the line of the main tunnel, was awarded to Messrs. Edmund Nuttall, Sons and Co., of 22, Grosvenor Gardens, London, S.W.1, and this firm subsequently enlarged these preliminary tunnels under the river to the full-sized cross section. Messrs. Nuttall, Sons and Co., Ltd., also constructed the full-sized Liverpool approach tunnels and built the concrete roadway. The Consulting Engineer was the late Sir Basil Mott, Bt.



ONE OF THE TWO MAIN AIR DUCTS BENEATH THE ROADWAY IN THE UNDER-RIVER SECTION OF THE MERSEY TUNNEL.



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#### THE PLAYHOUSES.

"GOODNESS, HOW SAD!" AT THE VAUDEVILLE.
TO anyone who has struggled in any of the arts, this comedy will bring back nostalgic memories. Most of us will recall those lines by the Poet of Cockaigne-

We were not over nice in our dinners,
Our rooms were up rickety stairs,
Our rooms were up rickety stairs,
By Jove, we were all millionaires.
This story of young, ambitious, even if not very talented members of a minor repertory theatre brings the scent of fish-and-chips for supper over the footlights. The fact that several members of the company appeared in the first production of this comedy (specially written for them by Mr. Robert Morley) at the Perranporth Summer Theatre gives it an added interest to the sentimentally minded. Let it be said at once that Mr. Frith Banbury, as a somewhat conceited, but definitely likeable, "juvenile," is a distinct success. Miss Judith Furse plays a squarely built, and equally broad-minded, young actress



THE BOY' KING OF SIAM LEAVES EUROPE TO GO HOME FOR HIS CORONATION: H.M. ANANDA MAHIDOL, WITH HIS YOUNGER BROTHER, ON THE BRIDGE OF THE LINER AT MARSEILLES.

King Ananda Mahidol, the thirteen-year-old ruler of Siam, who has been at school at Lausanne, in Switzerland, for a year, sailed recently from Marseilles for Bangkok for his coronation ceremony.

who has no glamour in her composition, but a definite capacity for taking pains. Miss Furse's timing is superb. Her opening scene with Miss Jill Furse, who plays an emotional young actress who wants fame, and doesn't much care how she achieves it, had the first-night audience rocking with laughter. What

now sne achieves it, had the first-night audience rocking with laughter. What is more, had them settling back in their seats prepared to be entertained. An actress who can do this at the rise of the curtain is an asset to any show. The plot matters little. A degree of suspense is introduced by the presence of a mysterious, spectacled stranger. No one ever sees him in daylight. He never appears in the communal dining-room. Is he a sex-maniac lurking with dining-room. Is he a sex-maniac, lurking with a Jack-the-Ripper dagger? No; he turns out to be a sentimental film-star, anxious to recall the days when fried fish and bottled stout for supper seemed a feast for the gods. That he seduces the youngest of the actresses and callously departs for Hollywood the next morning means little to the plot. It is on its characterisation and knowledge of life as it is lived in "thirty-bob-a-week" theatrical is lived in "thirty-bob-a-week theatrical boarding-houses that this play will win what-ever success it has. Miss Mary Merrall, hitherto an

intense actress of the Sybil Thorndike school, makes her début as a comedienne. Her study of a theatrical landlady is immensely amusing. Miss Kathleen Boutall, aptly described as "an elderly Shirley Temple," makes a devastatingly tingly funny appearance in a girlishly nautical rig-out as the wife of a trainer of

A KING GEORGE VI. GENERAL SERVICE MEDAL FOR INDIA: THE NEW MEDAL; WITH THE ROYAL HEAD ON THE OBVERSE AND A TIGER ON THE REVERSE; AND A CLASP ON THE RIBBON BEARING THE INSCRIPTION "NORTH-WEST FRONTIER, 1936-37." (S. and G.)

performing seals. Mr. Hugh Sinclair has little to do save look the sort of film-star over whom any inexperienced young girl could lose her head. He does this very easily.

#### "QUIET WEDDING," AT WYNDHAM'S.

This is a pleasant comedy that most middle-aged fathers will feel has already This is a pleasant comedy that most middle-aged fathers will feel has already been acted in their own Theatre Royal, Back Drawing-room. Miss Elizabeth Allan plays a harried bride-to-be. Wherever she goes in search of solitude, a fussy dressmaker follows, sticking pins in her. An aunt (had she been an uncle, she would have hoped that all the bride's troubles might be "little ones") makes leering suggestions about her going-away nightwear. This, one can believe (though, as the music-hall song has it, "never a bride oneself"), is authentic stuff. How the young couple anticipate their wedding, and return on the bridal morn beautifully unrepentant, provides such little plot as the play has. The first two acts are continuously amusing in a placid way. The third bursts into action, with not even a suspicion of a dull moment. Finely acted, this comedy should appeal to all who have been, or are to be, married.

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- In normal health the blood and tissues are slightly more alkaline than acid.
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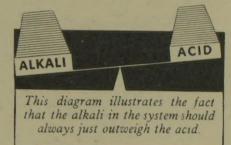
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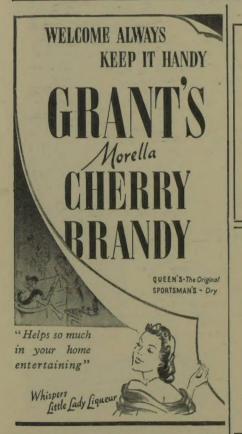
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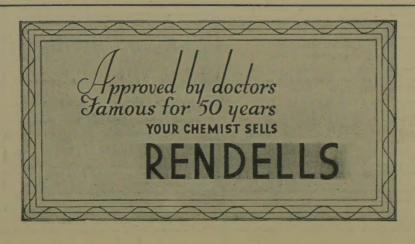
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#### THE CHRONICLE OF THE CAR. By H. THORNTON RUTTER.

MOTORISTS will welcome the official reports issued from time to time of car trials held by the technical staff of the Royal Automobile Club, on account of their clarity, straightforwardness and truthful record of actual facts. There is no personal

RECOGNITION THROUGHOUT THE WORLD: THE NEW VAUXHALL "TWENTY-FIVE LUXURY SALOON.

Mechanically, this new model is unchanged, but in luxury and riding comfort it shows outstanding improvement. The luxury saloon shown above costs  $\pounds 345$  and there is a wide range of special coachwork models.

factor in them, though I often feel that, however much one tries to keep an unbiased mind in testing various cars, it is extremely difficult to keep out the personal equation entirely. We all have our fancies and preferences, and so we are apt to record them as well as the plain facts of such trial runs. Recently the R.A.C. gave the new 12-h.p. Vauxhall car one of their official observed trials to test its fuel consumption, as that item seems a point in which the present-day owner is particularly interested as a factor in choosing the car he or she will purchase.

The trial was held over the Club's six standard The trial was held over the Club's six standard routes, which 'consist of out-and-home runs from London on roads A-10 (Cheltenham), A-30, B-3400, and A-303 (Exeter); A-1 (Great North Road), A-41 and A-422 (Stratford-on-Avon); A-4 (Bath); and A-5 and A-45 (Coventry); so it will be seen that the trial covered our average give-and-take highways. I record the roads taken so that motorists can follow that route themselves and test

that route themselves and test their own cars if they feel so inclined. In this particular run, the four-cylinder 11°9-h.p. Vauxhall "Twelve" saloon de luxe, with engine revolutions at 2030 per minute, on top gear at 33 miles per hour, covered the total distance of 10111 miles at an average speed of 32.2 miles per hour, with a fuel consumption at the rate of 39.95 miles per gallon and a total running weight of approximately 21% cwt.

This should well satisfy those folk who ask for economical running cars of the 1½-litre class.

One of Great Britain's highclass cars is the new Alvis "Speed Twenty - five," with its dual exhaust system, strengthened chassis - frame, and an entirely new design

coachwork. There are no running-boards on the four-light saloon. Both this and the four-ngnt saloon. Both this and the all-weather drophead coupé are listed at £885. There is a cheaper model, in the form of an open tourer, selling at £735. The four-speed gear-box is all synchromesh, so gear-changing is easy at all speeds. Also speeds are high, as the three S.U. carburetters well fulfil their mission in supplying the

six cylinders with a full complement of the best gasmixture in the hot-spot induction system of Alvis design. Silence is gained by the inclusion of dual exhaust manifolds and a double silencer system, which gives a definite increase in power output, but also allows the use of inferior brands of fuel in an emergency, without detrimental results. The front end of the chassis-frame has been strengthened, so that the matter of wheel balance is now one of secondary importance, even at speeds in excess of 90 m.p.h. Owing to the sweep of the chassis-frame, the occupants of this "Speed Twenty-five" sit quite close to the ground, and it is quite possible to step straight out of the car with is quite possible to step straight out of the car with the utmost ease. Another nice detail is that the luggage-locker in the tail of the car is lined with white rubber, so suit-cases do not get damaged, and one can also see well into the back of the locker, as the white rubber reflects the light. The petroltank holds 17 gallons, and the Lucas lighting-set of 12 volts provides the extra-powerful lamps with a splendid driving light at night time in all weathers.



POINTING OUT "WHERE THE HORSES COME FROM": MR. RUSSELL THORNDIKE EXPLAINS TO DAME SYBIL THORNDIKE HOW THE 100-M.P.H. PERFORMANCE OF THE  $4\frac{1}{3}$ -LITRE ALVIS SALOON IS ACHIEVED.

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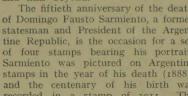
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## STAMPS

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AUSTRALIA having included the koala, the platypus, kookaburra and lyre-bird on the new stamp series now in course of issue, could not omit the kangaroo. A halfpenny stamp, printed in ruid-chrome, shows the animal in typical outback country with young gum saplings in the middle distance and hills beyond.

The fittieth anniversary of the death of Domingo Fausto Sarmiento, a former statesman and President of the Argentine Republic, is the occasion for a set of four stamps bearing his portrait. Sarmiento was pictured on Argentine Republic, is the occasion for a set of four stamps bearing his portrait. Sarmiento was pictured on Argentine Republic, is the occasion for a set of four stamps to the consists of 3 centavos green, 5c. red, 15c. blue, and 5o.c. orange.

Only three years ago, our G.P.O. was celebrating the tercentenary of the first establishment of the State postal service for the transmission of private correspondence in Britain. Finland now tells us in an attractive set of four pictorial stamps that her postal service is nearly as old. The stamps record the tercentenary of the posts, and illustrate 50 pennia green, Ahvenkosken P.O., 1787; 14 markkaa blue, mail-carrying cutter on runners, being pulled across frozen sea, circa 1700; 2 m. red, air-mail liner; 31 m. black, G.P.O., Helsinki, 1038.

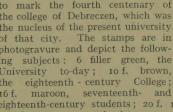
The tenth anniversary of Albania as a kingdom ismarked with a new set of stamps picturing King Zog, Queen Geraldine, and the traditional helmet and sword of Skanderbeg. A "children's series" from Russia starts off with a 10 kopecs blue-green, showing baby in the scales, nurse and mother in attendance. The other values are: 15 kopecs blue-green, children at the Lenim Memorial, Leningrad; 20 k. purple and 40 k. red-brown, school-children with microscopes; 30k. claret, a children's camp in the Crimea; 50 k. deep blue and 80 k. green, 21. red-brown, school-children with microscopes; 30k. claret, a children's camp in the Crimea; 50 k. deep blue and 80 k. green, 21. red-brown, school-children with microscopes; 30k. claret,

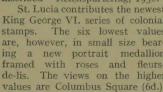
green, 21. red-brown, 41. yellow-brown, 71. ultramarine and 141. claret.

Another of Hungary's historical series of stamps has just been issued to mark the fourth centenary of the college of Debreczen, which was the nucleus of the present university of that city. The stamps are in photogravure and depict the following subjects: 6 filler green, the University to-day; 10 f. brown, the eighteenth-century students; 20 f. rose, College in nine-teenth century; 32 f. deep green, Professor Marothi (1718-1786); 40 f. bright blue, Dr. Hatvani (1715-1744). The last two were distinguished professors of the College. A new edition of the Hitler birthday stamp of April last was issued for the Nuremberg Party Conference last month. The portrait is the same, but the stamp is 6 + 19 pfennig green, and is inscribed "Reichsparteitag, 1938." St. Lucia contributes the newest King George VI. series of colonial stamps. The six lowest values are, however, in small size bearing a new portrait medallion framed with roses and fleurs-de-lis. The views on the higher values are Columbus Square (6d.),

Government House (1s.), the Pitons (2s.), ship loading bananas (5s.), and the badge of the Colony (1os.).

The latest French charity stamp, 1 franc 75 centimes blue, will have an interest for many beyond the stamp-collecting communities. It pictures Pierre and Marie Curie and their discovery of radium in November 1898. The design is by the well-known stamp artist J. de la Néziere, and is finely engraved in intaglio by J. Piel. There is rather much inscription around the two celebrated scientists, but it was probably unavoidable to add the explanation that 50 centimes charity surtax over the 1.75 fr. is collected on behalf of the International Union against Cancer.









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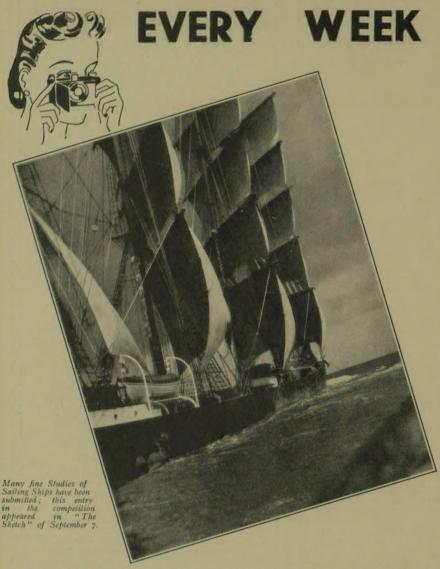
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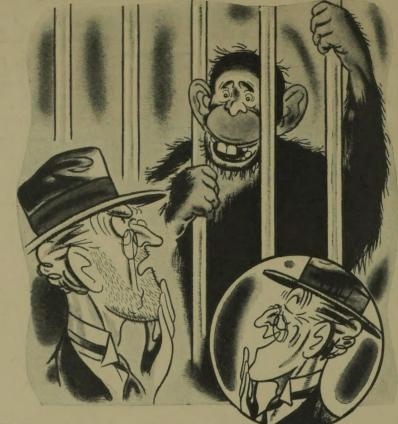
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